

CIVIL AIR PATROL

January-February 2007

volunteer



Everyday Heroes of the U.S. Air Force Auxiliary

SEARCH AND RESCUE

CAP's Vigilance Brings Home the Missing

SCHOOL ENRICHMENT PROGRAM

Expansion Producing Impressive Results

NCASE

National Aerospace Forum Inspires Educators

MOVERS AND SHAKERS

CAP Readies for Seismic Emergencies



DOWLING

C O L L E G E

THE MOST TECHNOLOGICALLY ADVANCED COLLEGIATE AVIATION PROGRAM
AND STILL THE MOST PERSONAL!



I'M DOWLING.

Christopher Nelson, Junior
Major, Professional Pilot;
Minor, Aviation Management

"I chose Dowling because it provides one of the best training environments in the United States. We fly the best maintained aircraft in the busiest airspace in the world."

DOWLING'S SCHOOL OF AVIATION

FAA Safety Team (FAASTeam) Center of Excellence

➔ Degree Programs in:

- ➔ Aeronautics
- ➔ Aeronautics - Professional Pilot
- ➔ Aviation Management

➔ Nationwide Internships, Outstanding Job Placement

- ➔ One of only 14 approved colleges & universities in the AT-CTI program, providing students an opportunity to become Air Traffic Controllers

➔ Special flight scholarships exclusively for CAP cadets

➔ World-class aircraft and avionics

- ➔ First in the nation to utilize two NEW PIPER WARRIOR III aircraft equipped with the Avidyne Entegra Flight Max System (Glass Cockpit Technology)
- ➔ Operates its own fleet of planes, which include nine Piper Warriors, an Arrow and a twin-engine Seminole
- ➔ First to feature Garmin GTX 330 Mode S transponders with traffic alert
- ➔ Virtual Systems Laboratory with a unique air traffic control tower, enroute and terminal radar
- ➔ Frasca flight simulators for efficiency, economics and safety; accessible 24 hours a day



EXPERIENCE THE DOWLING DIFFERENCE!

CALL 1-800-DOWLING OR GO TO WWW.DOWLING.EDU

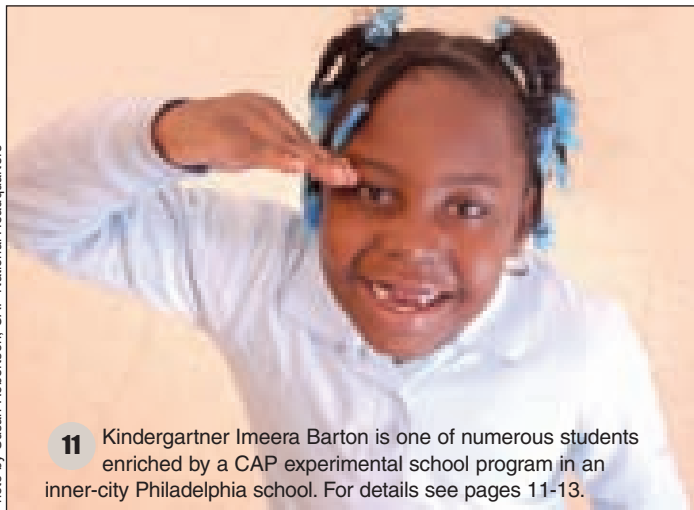
CIVIL AIR PATROL volunteer

January-February 2007

FEATURES

- 4 Defending American Airspace**
CAP "Bogeys" Keep Air Force on Toes
- 6 Investing in Our Children**
CAP Enrichment Program Poised for New Generation
- 7 Win-Win for Kids**
CAP Experiences Broaden Horizons of Homeschooled Youth
- 11 Philly Experiment**
New School Program Blossoms in Inner City
- 14 Sierra Success**
Cadets Soar in New Mexico School
- 18 Air Taxi Breakthrough**
Former Cadet Ready to Rev Up Industry with Sleek, High-Tech Jet
- 20 Not Winging It Financially**
Banking Idea Ensures CAP Units' Fiscal Austerity
- 21 War Hero Honored**
New Facility Named after Medal of Honor Recipient
- 22 Ship-Shape Security**
Maine Wing's Escort Duty Earns Kudos
- 25 Search and Rescue**
Volunteers' Commitment Saves Lives, Provides Closure
- 31 Reaching the Summit**
Katrina Response Earns CAP Coveted Award
- 32 Storm Chasers**
North Carolina Wing Surveys Tropical Storm Flooding
- 33 Whatever It Takes**
Llamas Complement Encampment
- 34 Education Innovators**
Couple's Aerospace Projects Motivate Students
- 36 Alaskan Advantage**
CAP Flourishes in the Land of the Midnight Sun
- 37 NCASE 2006**
Aerospace Gathering Fuels Educators' Enthusiasm
- 40 Space Pioneer Applauds Teachers**
Astronaut Buzz Aldrin Says Educators Help Pave Way to Stars

Photo by Susan Robertson, CAP National Headquarters



11 Kindergartner Imeera Barton is one of numerous students enriched by a CAP experimental school program in an inner-city Philadelphia school. For details see pages 11-13.

- 42 Seismic Awareness**
CAP Shaken, Stirred by Disaster Preparedness Nationwide
- 45 Retirement? Never!**
Chaplain Still Serves at 85
- 46 Presidential Hopeful**
CAP Experiences Fuel Maryland Cadet's Ambitions
- 48 Dancing on Air**
Member Goes to Gravity Extremes for NASA
- 50 Medal of Honor**
Member Recounts His Heartwarming Rescue Adventure
- 52 Finding New Purpose in Life**
CAP's Multifaceted Missions Attract Transplant Recipient

FEATURES

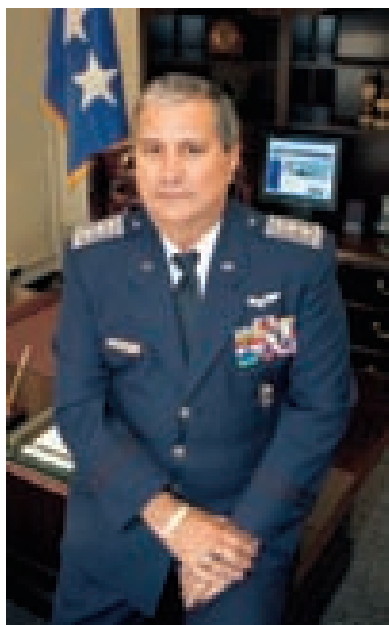
- 2 From Your National Commander**
- 17 2007 National Senior Special Activities**
- 51 Achievements**
- 53 Region News**

SUBSCRIPTIONS

The annual subscription rate is \$25. To subscribe, mail a check to *Volunteer* Subscriptions, CAP Public Affairs, 105 S. Hansell St., Bldg. 714, Maxwell AFB, AL 36112-6332.

ON OUR COVER

Search and rescue efforts send Civil Air Patrol members above mountains, over water and across other difficult terrain, often in the middle of the night and on holidays and weekends, to locate pilots and other citizens missing for a variety of reasons. Discover more about CAP's search and rescue missions inside. A five-page special section begins on page 25.



Throughout 65 years of phenomenal national service, CAP has responded to the emergency services, disaster relief, aerospace education and youth development needs of America. These Missions for America are made possible through the hard work and dedication of 56,000 devoted volunteers, who will be empowered in 2007 with expanded training and new technologies designed to enhance their swiftness and precision.

A new public, safety-grade land mobile radio system will allow our volunteers to communicate more effectively, both internally and with federal, state and local emergency response agencies — a critical step forward in light of CAP's ever-expanding homeland security missions. This massive undertaking, which will affect all CAP operations, is the result of 11 years of hard work and planning, including the acquisition of new revenue to fuel the overhaul of what was an unfunded program just a decade ago.

The purchase of 3,070 VHF mobile radios, 1,112 VHF portable radios, nearly 5,000 UHF intersquad portable radios and 113 VHF transportable repeaters will further enhance CAP's communications system. In addition, CAP has purchased 10 satellite radios, which will ensure CAP National Headquarters is connected to CAP leaders, incident command posts and ground teams across the nation during emergency service operations.

CAP has also added to its aircraft fleet, which now boasts an additional 72 G1000 Cessna 182s and one G1000 Cessna 206, all equipped with the latest in glass-cockpit technology — an all-glass flight deck that presents flight instrumentation, location, navigation, communication and identification data on large-format, high-resolution displays. In concert with the equipment upgrades, CAP is providing members with additional training opportunities. The latest additions include online Operations Security Awareness training, New Member Orientation and Training Leaders of Cadets courses, as well as a revised Squadron Leadership School and Corporate Learning Course.

And, in 2006, CAP added 20 new school-enrichment programs, which annually touch the lives of more than 2,000 cadets in sixth through 12th grade in 13 states. The program was recently expanded to include grades kindergarten through college in public, private, parochial and home schools across America.

Thanks to the commitment of CAP's devoted volunteers and the initiatives we are undertaking to support them, CAP is embracing the future with boldness and pride.

Semper vigilans!

Maj. Gen. Antonio Pineda
CAP National Commander



Florida Honors CAP Subchasers in Lantana

Ceremony participants in Lantana, Fla., pose for a photo after the unveiling of a Florida state historical marker commemorating Civil Air Patrol's Coastal Patrol Base 3 and the contributions of its volunteer subchasers during World War II. The event was part of CAP's yearlong 65th anniversary celebration. Pictured, from left, are Tony Marconi, education coordinator for the Historical Society of Palm Beach County; Cadet 1st Lt. George Johnson of the Florida Wing's Lantana Cadet Squadron; Warren Newell, Palm Beach County commissioner; CAP subchasers David Thompson, Owen Gassaway and Charles Weeks Jr.; Janet Reynolds, wife of subchaser Wiley Reynolds Jr.; and Florida Wing Commander Col. Patrick O'Key.



Iowa Wing Members Earn Praise

Maj. Gen. Ron Dardis, Iowa's adjutant general, left, and CAP National Commander Maj. Gen. Antonio Pineda, right, flank Iowa Wing Commander Col. Ralph Tomlinson, who was awarded the Department of the Army Commander's Award for Public Service. Iowa members Lt. Col. Mike McCoy, Maj. John Halbrook, Maj. Doug Jansen and Capt. Roger Elliott also were honored with the decoration.

EDITORIAL STAFF

CIVIL AIR PATROL NATIONAL COMMANDER
Maj. Gen. Antonio J. Pineda

EXECUTIVE DIRECTOR
Don R. Rowland

MANAGING EDITOR
Julie M. DeBardelaben

ASSOCIATE EDITOR
James F. Tynan

GRAPHIC DESIGNER
Barb Pribulick

STAFF WRITER
Neil P. Probst

STAFF PHOTOGRAPHER
Susan Robertson

CONTRIBUTING WRITERS
Janet Adams, Dan Bailey, Kimberly Barnhart,
Kimberly Wright Harper, Air Force Maj. Donald
Hensley, Jennifer S. Kornegay, Vicki Terronini
and Lenore Vickrey

ADVISORY COMMITTEE

Col. Virginia Keller
Adviser to the CAP National Commander
for Public Affairs

Cadet Aaron Angelini
Chair, National Cadet Advisory Council

Lt. Col. Karen Copenhaver
Senior Member, Virginia Wing

John Desmarais
Deputy Director, CAP Operations

Lt. Col. Michael Marek
Director of Public Affairs, North Central Region

1st Lt. Thomas Rehman
Senior Member, Ohio Wing

Capt. Steven Solomon
Director of Public Affairs, Middle East Region

Drew Stoketee
Executive Director, CAP Historical Foundation

ON THE WEB

**Go to www.cap.gov daily for
squadron and wing news.**

Civil Air Patrol Volunteer is published bimonthly by the Civil Air Patrol, a private, charitable, benevolent corporation and auxiliary of the U.S. Air Force. Please send all correspondence to Public Affairs, 105 S. Hansell St., Bldg. 714, Maxwell AFB, AL 36112-6332, telephone (334) 953-7593, e-mail: paa@capnhq.gov. Opinions expressed herein do not necessarily represent those of CAP or the U.S. Air Force. *Civil Air Patrol Volunteer* welcomes manuscripts and photographs; however, CAP reserves the right to edit or condense materials submitted and to publish articles as content warrants and space permits.

Piston-Powered Warriors

CAP Flying Low 'n Slow Over the Desert



A U.S. Air Force F-15 Eagle intercepts a CAP flight simulating an airspace intruder.

By Maj. Donald Hensley, U.S. Air Force

The inhospitable desert looms somewhere below in the dark void of night as the aircrew presses on toward the target. The Air Force mission controller known as “Cuff Control” has just cleared them in hot. Timing is essential. This is their fourth mission in as many nights and they know what lies ahead: a web of early warning radar and air defense ordnance of every size imaginable.

Unbeknown to the crew, the command chain in the target area has detected the intrusion. As the air defense unit works to identify the “unknown rider,” surface-to-air missile platforms are readied for the attack and Man Portable Air Defense (MANPAD) gunners scan the skies with fingers on triggers.

The air defense commander, however, determines that tonight this will be a job for the fighter jets. While his SAM (surface to air missile) and MANPAD operators stand ready, two fast-flying kerosene burners loaded to the gills are called in! Swooping down from behind with a high rear-aspect attack at more than 400 knots, the intruders are easily intercepted! It's over with, boys. This time they couldn't break the web of radar.

Hmmm. You're trying to decide if this is a story about the first Gulf War or maybe the opening salvos of the current war in Iraq. Well, it's neither. This war is taking place in New Mexico. The target? An air defense command post surrounded by a plethora of SAMs and MANPADs. The brave aircrew attempting to evade the best radar coverage technology can construct in order to make the target? Two Civil Air Patrol volunteers in a CAP Cessna 182.

U.S. Army air defense units are tasked with not only protecting our troops overseas from enemy air

attack but, since the horrendous attacks of Sept. 11, they have also been used as needed to protect areas considered as vital national interests right here in the U.S. But, before these talented young men and women can take control of the skies over likely terrorist targets in America, they must be trained and evaluated. This “check-ride” validates the air defense unit's ability to track potentially hostile aerial platforms and to neutralize their ability to cause harm or damage to their intended target.

In a combat zone, identifying hostiles is fairly easy: Any aircraft flying is either the good guy or the bad guy. Various military transponders separate the two. Good guys are

ignored. Bad guys are — well, that's where the Army Air Defense motto “If it flies, it dies” takes effect.

Defending the U.S., however, is a completely different animal. Planes of every type and size imaginable are constantly flying in our airspace. Possible airborne threats run the gamut from large airliners down to small general aviation airplanes. Determining whom to track and how to deal with an intruder takes months of intense training.

This is where CAP comes in to assist. This group of more than 56,000 dedicated volunteers and their fleet of more than 530 aircraft help America's armed forces by performing various noncombat missions.

This past October, CAP “deployed” to El Paso International Airport for a week to help a U.S. Army Air Defense unit prepare for a mission guarding America’s skies. Some 50 CAP members and 10 airplanes (mainly Cessna 182s) descended on this border town and ran missions around the clock in support of Army units in southern New Mexico. Though other aircraft were involved in this major exercise, CAP provided almost half the sorties flown for a fraction of the overall cost.

The mission began with a mass aircrew mission brief reminiscent of World War II bombing missions. Routes to the target were discussed in detail. Altitudes, frequencies, communication procedures and divert plans were covered.

Col. Frank Buethe, CAP mission commander, identified operations chiefs and delegated various staff details. As leader of the orchestra, Buethe oversaw the mission, updated his personnel with changes to the overall mission and redirected subordinates as necessary.

Precise flying and outstanding crew coordination resulted in the CAP Cessna flying over the target within five seconds of the planned time. Though the crew was scheduled to fly only one route and head home, the Army asked CAP to fly another.

After the crew confirmed they were well-rested and able to fly another route, the chart with the new route was produced from the flight bag and the observer directed the pilot in the correct direction. The Global Positioning System was updated and timing was recalculated.

This unexpected in-flight diversion underscored the professionalism and skill of these volunteer fliers. On this second route, the

peared back into the heavens. Even with the intercept, the “time over target” was again hit within seconds.

“Cuff” thanked the crew for its flexibility and support as they headed south back to El Paso. A civilian pilot preflighting his rental plane on the El Paso ramp saw the shiny red, white and blue CAP Cessna taxi in, not knowing the crew had just accomplished a critical mission supporting America’s defense. The crew,

however, was aware of their importance, yet modestly proud of their success.

This cycle continued, day and night, for a week. Sometimes the CAP crews flew a 2 p.m. sortie, sometimes they flew a 2 a.m. sortie. What made this most impressive was they were all volunteers who had taken a week of vacation from work to come to El Paso and help train these air

defense units. Their only compensation was an “attaboy” and the feeling of inner pride these quiet patriots have.

After a hard week of work, the exercise came to an end with little fanfare. As quietly as they arrived, the volunteers packed up and left. One after the other, the patriotically painted planes departed into the azure skies above the west Texas desert. It was time to go home — time to get back to families and jobs, and to wait for the next tasking. ▲



A Customs and Border Protection Cessna Citation intercepts a CAP flight over the inhospitable terrain of southern New Mexico.

Army decided to exercise its intercept skills. A fast-mover was called in and “Cuff” warned the crew to be on the lookout.

With heads on a swivel, the observer called out, “There he is!” The pilot called “in sight” to “Cuff” while maintaining a steady platform. Meanwhile, the fighter pilot positioned himself off the left wing of the Cessna and reported the tail number to his controller. The intercept was then terminated and the fighter jet lit the burners and disap-

What made this most impressive was they were all volunteers who had taken a week of vacation from work to come to El Paso and help train these air defense units. Their only compensation was an “attaboy” and the feeling of inner pride these quiet patriots have.

The Civil Air Patrol's School Enrichment Program is "building a better tomorrow one student at a time."

This motto describes a new CAP program thriving in 13 wings as elective classes or after-school programs in 67 schools. Last year, the enrichment program touched the lives of 2,047 children from sixth through 12th grades. And, at the end of fiscal year 2006, 20 new programs were initiated, reaching 534 more cadets. These programs are complemented by a pilot program for grades K-5 launched in Philadelphia, and a curriculum for nationwide implementation is being developed for this age group.

"The earlier we can get our young people to set goals, a mission and a direction in life, the better it's going to be for them," said Susan Mallett, CAP's SEP manager.

The program is made up of four parts — aerospace education, physical fitness, character education and leadership training.

"In order to maintain America's air and space superiority, it is important we prepare our young people to bolster the aging workforce of the air and space industry by introducing them to aerospace topics," said Mallett. "The program's character education curriculum helps students overcome negative influences in their lives, exposing them to positive role models, and leadership training encourages them to uncover their hidden potential.

"The physical fitness component of the enrichment program," she added, "is necessary to develop a healthy



Susan Mallett, CAP's School Enrichment Program manager, and Russ Billings, a CAP aerospace educator from Michigan, discuss new educational programs during the recent CAP-hosted National Conference on Aviation and Space Education held in Washington, D.C.

physical and mental lifestyle for our future society.

"Principals are seeing improvement in attendance, discipline and respect for self and others. Thus, all-around school achievement improves," said Mallett of the program

"We're seeing more and more of our young people in the enrichment program who have been lost and didn't know where to go, weren't doing well in school and weren't conforming to what they needed to do," said Mallett. "When they became a part of the SEP, they found it was possible to become a leader, and have become leaders,

and it has turned their lives around."

CAP is working to secure grants and other forms of assistance for program needs, such as instructors, guest speakers and free flights for students. Mallett said she also plans to promote CAP's top-notch MARS (Making Aerospace Real for Students) curriculum and to increase the number of CAP Aerospace Education Members "so we'll have more advocates for this program."

Long-range, CAP envisions an SEP program in all 50 states, reaching students in grades kindergarten through college in all educational settings.

"We have a long way to go and a short time to get there, but we have a lot of enthusiasm building throughout our volunteer corps," said Mallett.

"The miracles happening out there are awesome," she added. "What people are accomplishing on a shoestring budget and with very little extra time is just phenomenal, so I know with the proper funding and attention given to the program, there's nowhere to go but up." ▲

School Enrichment Program Lights the Way for Youth

By Kimberly Wright Harper

Homeschooled Cadets

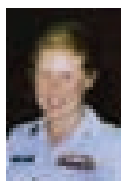
Families Across America Turn to CAP for Leadership Skills

By Lenore Vickrey

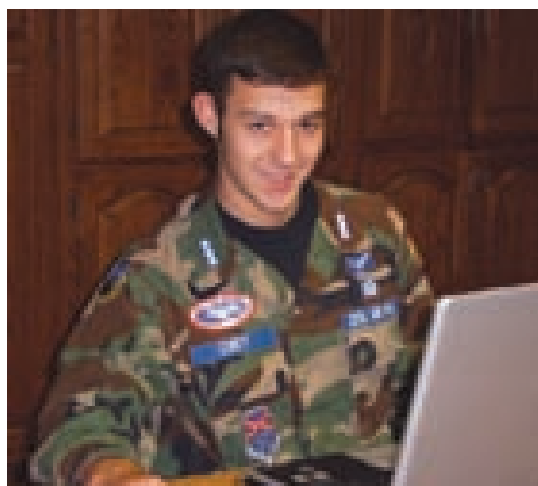
Cadet 2nd Lt. Tina Davis was homeschooled all her life, and while she valued the experience and her parents' decision to teach her at home, she still "wanted to belong to something, to have a mission, to have friends with the same goals."

Living on an island in rural Maine, she didn't have the usual opportunities for interaction teenagers in public or private schools take for granted. Plus, "I

had this crazy idea I wanted to fly," she recalled. When she heard about Civil Air Patrol, she found what she was looking for. Sharing a ride with her cousin and fellow homeschooler Cadet



Cadet
2nd Lt.
Tina Davis



Cadet Capt. Dustin Corey, 18, of the Alabama Wing's 117th ANG Composite Squadron, said being homeschooled provided him the opportunity to earn his solo wings and a flight scholarship. He recently earned a private pilot's license.

2nd Lt. Elise Pusey, she joined the Downeast Patrol Composite Squadron in Trenton, Maine.

Davis went from being a shy, reserved teenager to a self-confident young adult who now teaches fellow CAP members with confidence. She

is deputy cadet commander of her squadron and the recipient of numerous honors and recognitions, including the 2006 Outstanding Noncommissioned Officer Award.

"CAP has benefited me in countless ways," she said. "Academically, it has given me self-discipline, study skills and perseverance. Also, I learned how to communicate and work with people my own age. I'm part of a team, which is really what I wanted in the first place."

Davis is one of an estimated 1.7 million homeschooled students in the U.S., a figure that is growing at a rate of 7 to 15 percent every year, according to the National Home Education Research Institute. That's about one in 33 school-aged children. Parents who choose to teach their children at home do

"The relationship between CAP and homeschoolers is a win-win situation for everyone. Homeschoolers tend to bring an independent focus to their pursuits, which benefits CAP. But it's a reciprocal relationship. CAP gives us as much as we're willing to put in. . . . The Civil Air Patrol can use our independence, but tempered with an emphasis on a team effort."

Cadet 2nd Lt. Tina Davis, Maine Wing

so for different reasons, but many are dissatisfied with public or private schools where their children may be taught values counter to their own.

Homeschooled families across the nation have found a welcoming environment in CAP. Often, parents join along with their children. Tom and Brenda Reed of Maryland joined the Carroll Composite Squadron after two of their three children got involved. Interestingly, though, they were an Air Force family and their initial introduction to CAP came from a newspaper article.

CONFIDENCE, CHARACTER, LEADERSHIP

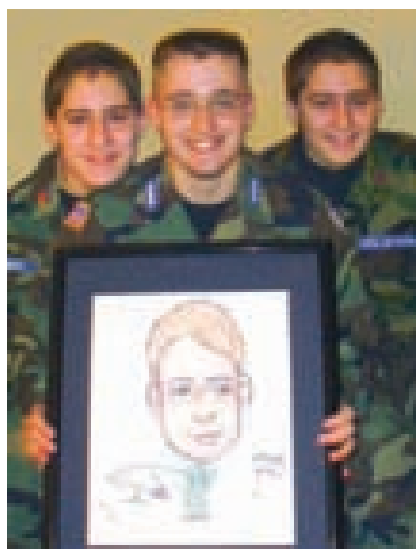
“CAP was a perfect fit for our homeschooling program,” said Brenda. Their son, Jake, and daughter, Jennifer, were involved in recreation league sports, but needed an outlet for leadership development and growth. CAP gave them that and more.

Jake recently earned his Gen. Carl A. Spaatz Award and was the squadron’s cadet commander. He organized and commands the Maryland Wing drill team, and has held many offices in the wing’s Cadet Advisory Council, in addition to being on the Tri-Wing Encampment staff.

“CAP has developed him into a well-rounded person,” said his mother. “He has confidence in what



Members of the Kawaguchi family participate in a Veteran’s Day Parade in Washington in 2003. Cadet Col. Paul Kawaguchi, left front, holds the squadron banner; his sister, Cadet 2nd Lt. Maria Kawaguchi, is behind him with a rifle. Also pictured, far left, is Cadet Maj. Neil Kawaguchi. The Kawaguchis are all members of the Washington Wing’s Tri-Cities Composite Squadron.



The Unrue brothers, Sam, Jon and Matt, recall a milestone moment. The five-year-old caricature Jon is holding was drawn after he took his first powered glider flight with CAP. Jon is a cadet major and Sam and Matt are sergeants in the Kansas Wing’s Emporia Composite Squadron.

he is doing and easily talks to people, whether formally or informally.”

Jennifer, now a college sophomore, is a cadet captain. “CAP

helped her develop her interest in computers by allowing her to be the cadet Web site officer for the Tri-Wing Encampment for three years in a row,” said Brenda. “I credit CAP with her remarkable improvement in public speaking, confidence and the ability to deal with tough situations.”

Their father, Tom, has served as cadet deputy commander and Brenda, formerly the squadron public affairs officer, is currently wing administrator.

“CAP has given us an outlet that we can work in together as a family,” said Brenda. “We are achieving many individual goals, and are spending a great deal of time together in the process.”

In Nebraska, the family of 1st Lt. Doug Tweedt has had a similar CAP experience. Their oldest son, Eric, was the first to join CAP, and his father joined soon afterwards. Six months later, Eric’s sister, Lauren,

joined. She has earned the Gen. Billy Mitchell and Amelia Earhart awards, and she wants to earn her Spaatz Award before leaving for college. Younger brother Ryan is now a member, too. He has been on an orientation flight in a UH-60 Blackhawk helicopter with the Nebraska National Guard.

“One activity our whole family has been involved in is the International Air Cadet Exchange program,” said Tweedt. “We have been a host family for visiting cadets for four out of the last five years.”

1st Lt. Deborah and Capt. Brian Kawaguchi have homeschooled their five children in Washington, with the heart of their teaching being the development of godly character. When their children reached their teens, they required them to participate in an outside activity.

“Though our initial involvement in CAP was to aid our son Paul’s future Air Force career, three of his four siblings joined, too,” said Deborah. “We chose to take part in CAP jointly, to support one another and maintain family unity. We wanted our children to learn how to interact with people outside our family, to build the skills needed



Cadet Maj. Lauren Tweedt, third from left, front, and Cadet 2nd Lt. Eric Tweedt, third from left, back, join other cadets participating in a 2006 International Air Cadet Exchange orientation flight in which two F-117 stealth fighters were refueled in the air. The Australian cadets are in yellow, Canadian cadets are in red and a Japanese cadet is in white.

when transitioning out into the world and to serve their community and country.”

The service aspect also appealed to Cadet 2nd Lt. Elise Pusey of Brooklin, Maine. “Serving my country has always been very important to me,” she said. “One of the primary things that attracted me to CAP was the emphasis on service, and the dedication to excellence which I witnessed in my fellow cadets.”

Some CAP squadrons are almost entirely made up of homeschooled students. In Birmingham, Ala., Cadet Capt. Dustin Corey’s squadron consists of about 70 percent homeschoolers, he said, “which gives us the ability to go out and do color guard and other functions outside of normal school hours.”



Cadet 2nd
Lt. Elise
Pusey

FLEXIBLE HOURS AID INVOLVEMENT

The flexibility of homeschooling hours is a boon for CAP involvement.

“We can spend more time on CAP activities that are important to the boys,” said Shelley Unrue, whose three sons, Jon, Sam and Matt, are active in the Kansas Wing’s Emporia Composite Squadron.

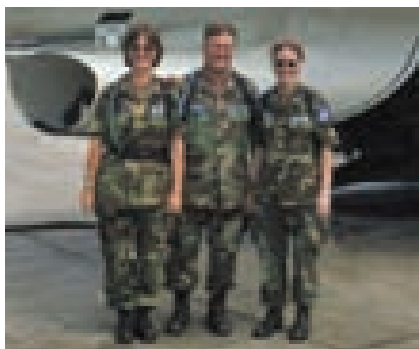
“For instance, the Emporia squadron recently won the state color guard competition. Jon coached and Sam and Matt were rifle guards. The Tuesday before the competition we took a holiday (for color guard study and practice) that lasted until the next Tuesday,” she said. “That’s a luxury not available to their public and private school counterparts in CAP.”

Cadet 2nd Lt. April Bartlett of

the Oklahoma Wing's Will Rogers Composite Squadron said home-schooling taught her independence and allowed her "the time to participate and represent CAP in activities public school cadets were not able to attend due to their schedule. Homeschooling also let me customize my classes to focus on my goals."

Her CAP experiences taught her the leadership skills she needed to get promoted at her part-time job. She said one of her most rewarding experiences was CAP's Cadet Officer School, where she learned to "think outside the box."

"The atmosphere of COS was



Cadet 2nd Lt. April Bartlett, right, and her parents, 1st Lt. Nancy Bartlett and 2nd Lt. Tom Bartlett, all with the Oklahoma Wing's Will Rogers Composite Squadron, participated as a family in the 2005 Tinker Air Force Base Aerospace America Air Show.



Homeschooled twin brothers Cadet Lt. Cols. Trent Schill, left, and Noah Schill of the Vermont Wing's Burlington Composite Squadron display the Gen. Billy Mitchell awards they received in 2005.

one of being treated as an adult and being held accountable for our decisions and our actions. We were not looked down upon or babied like many people our age often are," she said.

Students are often able to incorporate CAP into their academic curriculum. Cadet Lt. Col. Trent Schill and his twin brother, cadet Lt. Col. Noah Schill, used their CAP resources to help complete an English assignment. Their task was to write a manual, and they put together a 40-page squadron handbook.

"In it we gathered together

resources and information we thought would be beneficial to new cadets," said Noah. "Since we had only been in the program about six months, we were able to put in everything we found to be valuable."

Cadet Capt. Dustin Corey of Birmingham was able to count his CAP experience as aerospace science credit for high school. Now a student at a junior college, he has earned a flight scholarship, which he is using at the Birmingham Flight Center, where he recently earned his private pilot's license.

Because homeschooling extends beyond academics, CAP is a natural part of homeschooled students' education. "In that respect, CAP has been tremendous in helping me build a strong foundation of character and integrity," said Pusey. "CAP has given me the confidence and skills required to speak publicly, to teach and to lead." ▲



Maryland Wing Cadet Col. Jake Reed receives the Mary Feik Achievement Award from Col. Mary Feik.

"Civil Air Patrol is important to our family because it underscores many of our values — integrity, self-discipline, leadership and respect. We've homeschooled all of our children, and CAP has been an excellent bridge between their home training and their adult lives."

1st Lt. Deborah Kawaguchi, homeschooling mother of five, Washington Wing



Elementary school students have embraced lessons in character and leadership as part of a pilot CAP program at Creighton School in Philadelphia.

In the inner city of Philadelphia, where gangs are commonplace and student discipline in school is a major challenge, one school is beating the odds with the help of Civil Air Patrol.

By Lenore Vickrey

Creighton School has partnered with the Pennsylvania Wing to pilot a kindergarten through fifth grade pre-cadet school program. The brainchild of principal Capt. Katherine McKeller-Carter, the program started three years ago with 15 cadets. It now includes students in grades 6, 7 and 8, and this year was extended to the younger students in K-5.

Pilot CAP Program

**Pennsylvania Wing's Inner City
Partnership Blazes Trail for Future**



Capt. Reginald McDonald, the Pennsylvania Wing's School Enrichment Program coordinator, explains the significance of his uniform decorations to Imeera Barton. McDonald said CAP gives students the courage to dream.

The program has become so popular that parents are moving into the area so their children can attend Creighton and participate, said Capt. Katherine Smith, deputy squadron commander and a teacher in the program.

"We teach character, leadership and responsibility. The students love the program. We hold them to very high standards to do what they've not been challenged to do in the past," she said.

A visitor to the CAP classrooms would easily notice there is something different about these Creighton students. When the principal is about to enter a classroom, the children in the younger grades are brought to attention by their student leader with a sharp "Captain on deck!" The pre-cadets stand up straight and tall in their CAP attire as they salute the principal (their "captain").

In class, K-5 students learn the four tenets of the CAP program: character, leadership, aerospace and fitness, which are fully integrated into the curriculum. They wear either a CAP pre-cadet crew shirt or a physical training sweat suit. While they do not progress in rank, as do regular cadets, they are nonetheless prepared to enter sixth grade with a strong background knowledge of CAP

customs because they are mentored by their CAP counterparts at the middle school level.

Older students serve as mentors

With the younger students, aerospace education starts early. One group might be working on building a model of the Hubble satellite, while another works on a model airport or paper airplanes. "I'll ask them to draw me an airplane, to use their imagination," said Capt. Reginald McDonald, Pennsylvania's middle school initiative coordinator and adviser to the Pennsylvania Wing's CAP School Program. "I tell them, 'Dare to dream, because if you stop dreaming, progress stops.'"

In grades 6, 7 and 8, the older students start their day with a morning inspection, and then lead the school and the local community in the raising of the flag and Pledge of Allegiance. They also take responsibility for teaching and working closely with the pre-cadets, teaching them cadences, and keeping them in line as they go to the school lunchroom and playground.

"Each of the younger pre-cadets has an Air Force or Army cadence they sing," said McDonald. "I taught it to the older cadets, and they taught the kids. I've told them what they do in uniform is going to affect what that little child sees and does."

The discipline and responsibility built into the program is working. CAP students are less likely to get into fights, they are more respectful of each other and more responsible at home.

"When they see their friends getting ready to get into a fight or conflict, they will stop them," he said, "and they are more willing to tell us what's going on. There is a general air about them; they take constructive criticism, and they are able to be corrected." It wasn't that way just three years ago.

When the CAP program started, principal McKeller-Carter remembers the first students who participated took ribbing from their classmates. "The other kids would tease those in CAP about their uniforms," she said. Not any more. The next year, more cadets were



Seventh-grader Gloria Santiago has gained the strength through CAP to rise above peer pressure.

brought into the program until it was taken into sixth, seventh and eighth grades. Then last year, the K-5 students joined in to make it a CAP Academy.

"Now everyone wants to be a part of it," she said. "It's that elitism they feel. The teachers have all joined CAP as senior members and even parents have joined.

"The students have to keep their grades up and their attendance up. We keep telling them they are the only pilot program like this in the nation. Failure is not an option," she said.

The "orderly, organized climate" of Creighton has caught the eye of higher-ups in the school system. Wendy Shapiro, regional superintendent for the North Region of Philadelphia schools, said the program's success has convinced officials to have CAP programs in at least two other schools. "And we are looking to move it into one of our high schools," she said.

The educators are "as excited as the cadets and junior cadets," said Pennsylvania Wing Commander Col. Al Applebaum. "The K-5 pilot program will allow CAP to reach more young people and engage them in positive, patriotic programs that will provide enrichment. Character development, leadership training and aviation: This combination cannot be beaten."

Parents, students sing program's praises

Parents like the changes they are seeing in their children who are involved. Brenda Tejire's children, ages 7 and 11, "are more responsible, they're energetic about projects, and it keeps them very interested," she said. "They get home, their homework gets



Students gather in an orderly manner in front of the school to participate in a morning program. CAP has instilled in the children a sense of self-control that has improved Creighton's educational environment.

done. I can't even explain it."

Nubia Santiago's daughter, Gloria, is a seventh grader who was shy and insecure before becoming part of the CAP program. Now she's developing leadership skills that have helped her in many ways.

"I've learned discipline. I've flown in a plane. I've had a lot of opportunities you wouldn't normally have if you weren't in CAP," said Gloria. "If you were in a regular class, it would be crazy and hectic, but now everyone's on point and it's neat and everyone is cooperating together. Everyone knows what they're supposed to do and they do it."

Gloria, 12, has some older friends who are gang members, but she encourages them to leave that lifestyle. "I tell them: 'CAP will help you in the future; with gangs you will end up in jail. A CAP scholarship will get you through college. Life will be better. Gangs may seem cooler, but you're wasting your life.'"

If principal McKeller-Carter had her way, her entire school of 900 students would be involved in CAP.

"Our kids are learning things they've never learned before. I wish you could see their faces when they come back from their orientation flights. That's something I could have never offered them," she said. She's also taken students camping at Fort Indiantown Gap, and most have never been camping before.

On days off, instead of taking a vacation, students want to do CAP activities and physical training at the nearby naval base. "You can't pay for that kind of responsibility from a child," she said. ▲



Creighton School's partnership with Civil Air Patrol has changed the lives of students from kindergarten through eighth grade.

CAPital School Program



CAP, National Guard Help Students Succeed at Sierra

Photos by Sr. Mbr. Kamme Bond, New Mexico Wing

1st Lt. David Braddi of the New Mexico Wing's Las Cruces Composite Squadron, cadets Chiane Bond and Alex Antholzner of the Sierra Middle School Cadet Squadron and Capt. Brian Morrison of the Rio Rancho Falcon Composite Squadron maneuver a glider on the airstrip.

By Kimberly Wright Harper

The slogan of Sierra Middle School in Las Cruces, N.M., is "Sierra means success." Unfortunately, despite her enrollment in Sierra's sought-after magnet program, Chiane Bond wasn't finding much success. She was

facing expulsion from the program because of her poor grades. Then she discovered the school's CAP program.

"The Sierra Middle School Program helped me with my grades," said Bond. "When I started in the program, I was a straight-F student. But today I have become an almost

straight-A student in all of my classes. I was amazed at how much the program helped me."

Currently, more than 80 students are participating in the program, held during school hours as an elective class supported by the volunteer efforts of CAP members Capt. Deborah Martin and Sr. Mbr. Kamme

Bond. Two New Mexico Wing National Guard noncommissioned officers work with the students on physical fitness, leadership and military drill, and a CAP volunteer teaches aerospace education five days a week.

"They came to us a number of years ago, and we decided to work together, with excellent results," said Lt. Col. Claude Luisada, group commander of the New Mexico Wing's school program, which is tied to the New Mexico National Guard's Counterdrug Task Force Program titled Reconnecting Youth.

The organizations first joined forces at Van Buren Middle School in Albuquerque, N.M., a school classified as at-risk because of the number of students coming from economically disadvantaged and single-parent families, and the prevalence of drugs in the neighborhood.

At-risk students are statistically more likely to have academic and behavioral problems, according to the U.S. Department of Education. But, thanks to the CAP cadet program's leadership and citizenship training, students learn to rise above obstacles in their lives.

Based on the success at Van Buren, the program was brought to Sierra two years ago, where, according to officials with the Las Cruces Public Schools, 57.5 percent of the student population is classified as economically disadvantaged.

The impact of the CAP program on students is hard to miss. Kamme Bond said she noticed a remarkable change in her daughter. "Chiane

expressed interest, so I sent her there because they did free after-school tutoring. Immediately, she started showing improvement in her classes due to the fact Capt. (Deborah) Martin, the unit commander, and the sergeants would make sure she had her homework turned in and done correctly, and they tutored her, making sure she understood the work. Chiane also started making friends in CAP, something she had not been good at before. Chiane fell completely in love with CAP. I did also."

"It has a very profound effect on students," said Luisada. "Even within a couple of months, their behavior changes." The students stay off of drugs and out of gangs, show more respect to themselves and others and develop a better work ethic, with a subsequent improvement in grades, as the program requires at least a C average.

"My favorite part of the pro-

gram is being able to learn how to fly the gliders out at the Las Cruces airport," said Chiane. "I have been doing that for a couple of months now."

"I find it extremely gratifying that these students are being inspired by the CAP cadet program to flourish as students, citizens and human beings," said New Mexico Wing Commander Col. Frank A. Buethe. "Their maturity reflects positively upon themselves and the CAP cadet program in the eyes of their community, school and families."

New Mexico has a proud school program heritage. The first CAP-sponsored middle school program was formed in 1991 at Wilson Middle School, just outside the gates of Kirtland Air Force Base in Albuquerque. According to Maj. Warren Johnson, who launched the program, this initiative was expanded to touch the lives of



Sierra Middle School in Las Cruces, N.M., boasts a CAP cadet squadron of more than 80 students.

Photos by Sr. Mbr. Kamme Bond, New Mexico Wing

“more than 200 students with two in-class programs and three after-school programs” thanks to the support of a plethora of agencies, including Kirtland AFB, the New Mexico Air National Guard, several veterans organizations, the Albuquerque Police Department and local high school JROTC programs.

Johnson’s lengthy, unpaid service in this program was recognized with C-SPAN’s Teacher of the Year award and a commendation in the U.S. Congressional Record. In addition, the students distinguished themselves by earning more than 25 \$10,000 scholarships to the New Mexico Military Institute and by

sweeping the National History Day Contest. Many of the cadets joined local CAP units, four earned glider wings and some also served as pages in the New Mexico Legislature.

Sierra Middle School counselor Kristin Knight said the CAP program helps students focus on what’s important.

“There is a natural pecking order among this age range,” she said. “When a student is not popular, it is generally due to something out of their control such as height, weight, socioeconomic status or perceived attractiveness. In CAP, a student’s rank is established by knowledge, skill, hard work and determination

— all things within a student’s control. How rewarding to know one can be high in the pecking order for things that are important and meaningful, such as leadership and goals.”

Thanks to the CAP program and the influence of CAP volunteers working in these schools, students like Chiane have a source of inspiration in their lives. “I now want to go into the Air Force, because I like Civil Air Patrol so much,” she said.

“CAP has changed my daughter’s life and my life drastically!” said Kamme Bond. “I couldn’t ask for anything better to happen to her.” ▲



Preferred Airparts
Known for value and service

7 Million

new (nos) parts

in stock for you!



New (nos, new old stock) parts for most general aviation aircraft from light singles to corporate and commuter, including singles and multi-engine, piston, turbine, jet and helicopter. It's worth your effort to check our stock often and it's so easy!

- **Airframe Parts** - New (nos) parts for most aircraft, light singles to corporate and commuter, including rig and experimental.
- **Engine Parts** - 10,000 P/N of Continental and Lycoming, most new parts are 50% off, also a growing stock of turbine and jet engine parts
- **Propellers** - See a list of props and blades at www.preferredairparts.com/props.htm
- **Helicopter** - New parts for many makes, piston and turbine.

- **Warbird** - See warbird specific parts at www.preferredairparts.com/warbird.htm
- **Hardware** - 12,000 part numbers, at 40% off. We have everything imaginable and more!
- **Wheels/Brakes** - Wheels, brakes and parts for all makes, including tailwheels. No kits
- **Lighting** - Interior/exterior light units, bulbs, lenses, power supplies. Over 10,000 OE bulbs at 65% discount!

For all these parts and more, contact us or check stock at

www.preferredairparts.com

We Buy Worldwide!



Inventories of new parts, and used or damaged Cessna Twins, Caravans, and Citations.

Preferred Airparts, LLC
An American Business Inc.

11274 Market Road, P.O. Box 12
Kalamazoo, Ohio 49001 USA

800-433-0814 US & Canada

Tel. 330-698-0260 - FAX 330-698-3164

E-mail: sales@preferredairparts.com


2007 National Senior *Special Activities*



Activity	Date	Location	Contact
Squadron Leadership School	Annually	Scheduled by wing headquarters	www.cap.gov/pd
Corporate Learning Course	Annually	Scheduled by wing headquarters	www.cap.gov/pd
Region/Wing Commander Course	Feb. 9-18	Maxwell AFB, Ala.	www.cap.gov/pd
Region Staff College			
Pacific Region	May 19-25	Nellis AFB, Nev.	lorid@katu.com
Middle East Region	June 3-9	McDaniel College, Westminster, Md.	john.knowles@bcc.mdwg.cap.gov
Great Lakes Region	July 15-21	Grissom ARB, Ind.	rcvneuw@bright.net
Southeast Region	Aug. 28 - July 3	McGhee-Tyson ANGB, Tenn.	wesmarge@tampabay.rr.com
North Central Region	TBA	Offutt AFB, Neb.	msdonley@sio.midco.net
Northeast Region	TBA	McGuire AFB, N.J.	jgoldman@binghamton.edu
Rocky Mountain Region	TBA	Peterson AFB, Colo.	TBA
Southwest Region	TBA	Kirtland AFB, N.M.	eaglewings@zianet.com
CAP National Staff College	Oct. 13-20	Maxwell AFB, Ala.	www.cap.gov/pd
CAP Legal Officer College	June 21-23	Boston, Mass.	blee@cap.gov

Check the CAP Web page at www.cap.gov/pd for changes and updates to this schedule.

KOSOLA ENGINE MOUNTS



HEY GEORGE!
GIVE YOUR MOUNT
A FACE LIFT!


"THE AIRCRAFT ENGINE MOUNT REPAIR EXPERTS"

Engine Mount Repair
All makes and models come in stock for AOG

Shoulder Harness Kits
Type PA-28, PA-38, PA-44, PA-46, PA-48, PA-50

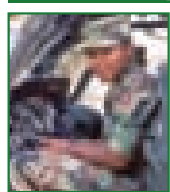
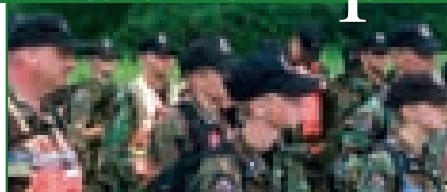
KOSOLA AND ASSOCIATES, INC.

1-800-4-KOSOLA (436-7632)
1001 Harvey Road, Alhambra, Georgia 31706 USA
229-435-4119 • Fax: 229-888-9766
Website: www.kosola.com
Email: kosola@att.net


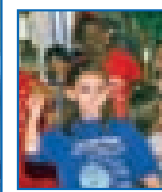


ALUMNI

Leadership

Teamwork



**CIVIL AIR
PATROL**
*...performing
missions for
America*

Discover all the benefits of Civil Air Patrol!

The Civil Air Patrol offers challenging opportunities for youths 12-18 years old, chaplains, aerospace education enthusiasts and adults with an interest in homeland security, search and rescue, disaster relief and humanitarian missions. Leadership training, technical education and an opportunity to participate in aviation-related activities are just a few of the exciting benefits of CAP membership.

You can become a CAP volunteer! For more information visit our Web site at www.cap.gov or call 1-800-FLY-2338.

INTEGRITY • VOLUNTEER SERVICE • EXCELLENCE • RESPECT



Entrepreneur and former Civil Air Patrol cadet Vern Raburn has developed an Eclipse 500 VLJ that is poised to shake up the air travel industry.

Taming The Wild Blue Yonder

Former Cadet's Dream Aircraft Set to 'Eclipse' Competition

By Janet Adams

Vern Raburn has good reason to smile. His Eclipse 500 VLJ (very light jet) has recently passed rigorous tests for FAA approval. His production facility in Albuquerque, N.M., is geared to mass-produce the sleek, ultra high-tech jet, which he and his elite group of private investors firmly believe will revolutionize air travel. With an entry price of around \$1.5 million, the innovative Eclipse is poised to revive

the corporate and private jet marketplace.

Raburn is targeting a niche that appears custom-made for a VLJ. Anyone who has ever fumed at airport routings that require several stops and delays to travel to a relatively close destination can book a direct flight on the four- to five-passenger "air taxi" jet for a price only slightly higher than a first-class ticket.

A technology buff who has been flying since he was old enough to earn a license at 17, Raburn studied

aeronautical engineering at California Polytechnic State University. In his senior year, he switched to California State University, where he earned an industrial engineering degree.

Raburn's entrepreneurial spirit, backed by his firm belief in the value of emerging computer technology, led him to open the Byte Shop, one of only three computer stores in the Los Angeles area in 1976. Three years later, he headed to Albuquerque, where a close friend, Bill Gates, had partnered with Paul Allen to form a software development company, Microsoft. Gates chose Raburn as president of the consumer products division and made him responsible for the firm's entry into retail. In 1982, Raburn joined Lotus Development Corp. as VP and general manager. His tech/business savvy launched the historic success of Lotus 1-2-3. Moving on to Symantec until 1987, he co-founded another tech company, Slate. Assuming the presidency of the Paul Allen Group in 1994, Raburn's career took a slightly different track when he was put in charge of overseeing high-tech investments. With his multifaceted background, Raburn had the technological experience and business expertise to pursue his own dream — a company that could produce small, lightweight jets at a highly competitive price.

Equipped with the latest “integrated cockpit” — think microchip instrumentation and a few video screens instead of lots of dials — an innovative fusion-weld aluminum body

and small, powerful rear-mounted Pratt & Whitney engines, the Eclipse 500 is tightly designed for short flights of one to four hours. The jet can also reach an altitude of 41,000 feet. Furthermore, these innovative VLJs require a mere 2,300 feet for landing and take-off, thereby enabling them to make use of smaller airport runways.

Raburn credits the discipline and concept of service he learned as a CAP cadet with the Tulsa Squadron (1961-'64) for posturing him to fulfill his ambitions. “Believe in your dream and believe in yourself,” he counseled. “Just because others say something can't be done, believe in possibilities. Discover for yourself the balance between the truly impossible, the possible and the merely difficult.”

In the Eclipse 500, Vern Raburn has found that balance. Belief in his dream and the certitude of his vision have resulted in a revolutionary aircraft. ▲

The Eclipse 500 VLJ is designed to serve as an elite air taxi that will give travelers a new flight option.



Courtesy of Eclipse Aviation Corp.



Wing Banker Solution

New Program Improves Accounting Nationwide

By Jennifer S. Kornegay

Lt. Col. Warren Vest, shown flying a Civil Air Patrol tow plane, is the CAP member and successful businessman who developed the Wing Banker Program.



Members of the North Carolina Wing's Asheville, Composite Squadron Finance Committee, from left, Maj. Rich Augur, 2nd Lt. Greg Isreal, Capt. Joe Weinflash, squadron commander Lt. Col. Bob Bauer and Capt. Matt Restivo discuss the Wing Banker Program.

While working to solve accounting problems in the Virginia Wing, its director of finance, Lt. Col. Warren Vest, figured out a way to revolutionize CAP's accounting procedures nationwide, from the squadron level all the way to national headquarters.

"The squadrons have difficulty doing the accounting and reporting and in Virginia, I'm the guy who had to straighten it out," said Vest. His solution — to pool all squadron money in the wings — led to creation of the Wing Banker Program, which is now being implemented in half of all CAP wings.

The purpose of the program is to provide greater accountability and reporting of CAP funds and, ultimately, achieve an unqualified audit opinion.

"CAP has never received an unqualified audit opinion because the funds at the unit level are not audited," said Vest. "While the word qualified usually means something positive within CAP, like a qualified check pilot, a qualified audit opinion is not desirable."

Vest explained how the program works.

"The wings are the banker for all squadrons in the state," he said. "We hold the funds, pay out money for expenditures and bills and do the accounting and reporting. We do all this following some very specific rules."

"Each squadron," he added, "still maintains a finance com-

mittee, and they have control over their money.”

After successful introduction in Virginia, national headquarters gave Vest permission to introduce the program nationwide. In October 2006, a three-year plan to phase in the program was begun and one-third of the wings across the country were scheduled to start implementation.

“The first one-third was designated by national headquarters, but when October rolled around, so many others volunteered that now we have half of the wings using the Wing Banker Program,” he said.

“The Wing Banker Program allows units to focus on CAP’s mission, not accounting,” said Vest.

“It solved my problems in the Virginia Wing, and it

looks like it will solve the national problem,” said Vest, adding, “I’m just happy to have been of service.”

Capt. Rich London, the North Carolina Wing’s director of finance, praised the program’s consistency.

“We started making preparations to start the program in May 2006 and all of our squadrons have complied,” he said. “There were two main problems in the past with the squadrons’ finance reports. First, there was a considerable amount of inconsistency in the reports. The second problem was one of receiving the reports in a timely manner. The squadron finance officers are all volunteers, but there are reporting deadlines for each wing to meet. Switching to the Wing Banker Program has allowed the North Carolina Wing to provide reliable reports in a timely fashion.” ▲

New Home for CAP Members Honors War Hero

A new building to house Civil Air Patrol units was recently named in honor of a soldier whose courage behind enemy lines earned him the nation’s highest military honor.

The Command Sergeant Major Paul B. Huff U.S. Army Reserve Center in Nashville, Tenn., will be home

to the Tennessee Wing’s Group III staff and members of the wing’s Berry Field Composite Squadron.

Huff earned the Medal of Honor, the nation’s highest military award, during World War II when he helped a trapped unit of soldiers by charging 350 yards through a mine field, silencing a machine gun position and using a captured weapon to draw enemy fire away from comrades.

CAP members will share the 81st Regional Readiness Command’s facility with four Army Reserve units.

Tennessee Wing Commander Col. Jim Rushing attended a ceremony that marked the naming of the facility.

“It is a pleasure for the Tennessee Wing to be associated with the 81st Regional Readiness Command’s new facility in Nashville. It is a state-of-the-art building that will serve the Army Reserve and Civil Air Patrol well,” he said. ▲

Betty Huff, wife of the late Army Command Sgt. Maj. Paul B. Huff, inset, and Col. Kenneth Webb, commander of the 640th Regional Support Group, cut the ribbon at the Command Sergeant Major Paul B. Huff U.S. Army Reserve Center.



Photo by Capt. Roy Giorgio, Tennessee Wing

The October 2000 bombing of the USS Cole, a U.S. Navy destroyer, brought renewed attention to the safety of our nation's military vessels. Today, Civil Air Patrol volunteers, along with members of the Army National Guard, U.S. Navy and U.S. Coast Guard are ensuring the well-being of numerous U.S. Navy ships in Maine as part of an ongoing security effort.

For a year now, CAP aircraft have escorted Navy frigates during their movements along the Kennebec River between Bath Iron Works in Bath, Maine, and the Atlantic Ocean. As ships from the Iron Works wind their way to and from the Atlantic, CAP helps ensure that unknown vessels remain outside the ship's security zone.

CAP's efforts have not gone unnoticed.

Recently the Maine Wing, as part of the whole Force Protection Team, earned the Aegis Destroyer Excellence Award from Naval Sea Systems Command's SUPSHIP, the Navy's ship building supervision arm, for helping guard the USS Gridley, a destroyer, on its way to and from sea trials.

"Our acceptance as a major team player is the result of our training and professional attitude," said Maine Wing Commander Col. Chris Hayden, who accepted the award.

Maine Wing public affairs officer Maj. Dennis Murray says CAP could see more such missions, based on the positive relationship now established with SUPSHIP and Robert Russell, the U.S. Navy supervisor of shipbuilding at BIW.

"I'm so impressed with the professionalism of the Civil Air Patrol in assisting SUPSHIP, that I'm recommending their use to SUPSHIP offices around the country," said Russell.

Murray says CAP's watchful eyes are especially important on the Kennebec, a river that twists like a serpent.

"A lot of times the ships are going around the corner not knowing what's on the other side," he said.

Murray said for each mission, a CAP Cessna 182 launches and flies high while a Maine Army National Guard helicopter soars just above the ship.

If the CAP aircrew spots a potential threat, they inform the Army Guard crew, and if the threat seems especially prominent, they notify Navy security boats and the U.S. Coast Guard.

The CAP members also use SDIS (satellite-transmitted digital imaging system) and slow-scan technology to photograph any potential threat, as well as movement of the ship. These images are sent to Navy intelligence officers aboard the Maine Wing's mobile communications vehicle for scrutiny.

"There's a strong bond between the U.S. Navy, the Army National Guard and the U.S. Coast Guard," said Murray.

Missions assisting the launch of a ship out to sea take from six to 10 hours for CAP and require at least 10 CAP volunteers — three aircrew members flying the mission, three aircrew members manning a backup aircraft, three communications specialists operating the communications vehicle and one director overseeing the mission.

However, when CAP assists with sea trials, which involve ships traveling to the ocean and then returning a few days later, up to 15 volunteers may participate.

"I'm a former veteran and a lot of the other members are too, and this is the way we give back to our country for the freedoms we enjoy. Being able to help even in a small way makes us feel good," said Murray. "And I know the wing's proud of the fact we were asked, and that we were so well-trained to do the job that was asked of us," he said. ▲

Smooth Sailing

Maine Wing's
Ship Watch Honored



A Maine Wing aircrew flies above a Navy ship sailing back to Bath Iron Works in Bath, Maine, following sea exercises.

SureStart PreHeaters

Protect your own heat
Prices from \$229 to \$499

Baby your plane this winter with your own portable, efficient and durable SureStart preheater. Three models to choose from.



Crystal Airways

Lebanon, NJ 08833
888-Fly-Crystal
(888-359-2797)

www.crystal-airways.com

(see our web site for up to 20% savings)



Gulfstream Training Academy

Real Flight Time at a Real Airline!



Our First Officer Program Will Accelerate Your Career

- ✓ Glass cockpit environment with GPS, EGPWS, EFIS & Flight Director
- ✓ Over 200 hrs of FAR Part 121 turbo-prop passenger airline First Officer
- ✓ Employment opportunities with Gulfstream Int. Airlines & Associated
- ✓ Over 15 years of producing the best trained pilots in the industry
- ✓ Financing available for qualified applicants

Enrollment is limited!

Toll Free: 1-877-359-4853

www.GulfstreamAcademy.com

FlyGulf@GulfstreamAcademy.com

Limited Offer
Only 200
Just Transition
**\$7000-
FREE**

* Gulfstream Int. Airlines operates over 200 flights per day to 45 worldwide and 40 international destinations carrying approximately one million passengers per year. ©2002 GAT. ALL RIGHTS RESERVED. GAT/02



Using it makes Plane Sense!

- **ACF-50**-Kills Corrosion On Contact.
- **ACF-50**-Non-Toxic and Applicator Friendly.
- **ACF-50**-Protects Airframe/Avionics for at least 24 months.
- **ACF-50**-Used by Commercial, Commuter, and Government Fleets.
- **ACF-50**-Safe for use on all Aircraft surfaces...Including bonded skins.



LEAR CHEMICAL RESEARCH CORPORATION

1-800-BLOCK-IT (256-2548)

www.acf-50.com

E-Mail: info@learchem.com

Specializing in:

BEECH, CESSNA AND PIPER AIRCRAFT

- STRUCTURAL FABRICATIONS
- 24 MONTH IFR CERTIFICATIONS
- ANNUAL INSPECTIONS
- PROP BALANCING
- A&P, I.A. & FCC LICENSED TECHNICIANS
- COMPLETE AVIONICS INSTALLATION
- MAJOR AND MINOR MAINTENANCE REPAIR & MODIFICATIONS



CRS #P90R564Y

Precision, An Aviation Maintenance Company You Can Trust!

Maintenance and Avionics Services

Toll Free **1-877-604-9071**

Avionics Repair, Maintenance,
Certification **870-251-2533**

Avionics Sales **870-251-2775**

Fax 870-251-2561

www.fly-low.com/precision

precisionaerospace@yahoo.com

305 RUNWAY ROAD ♦ BATESVILLE, AR 72501

Search and Rescue

Saves Lives, Gives Closure



Civil Air Patrol search and rescue is best known for its high-tech ability to locate downed small-engine planes in record time and, in the process, save lives. But the breadth of SAR missions — from missing Scouts to ships that go astray — is ever-increasing, not to mention the sacrifice of CAP's members.

SAR speaks to the heart of this organization's volunteer commitment. The desire to protect human life and to provide closure to families of missing loved ones motivates CAP members to place duty before self 24/7.

That's why, on Memorial Day weekend, CAP volunteers, without hesitation, helped find a young boy who wandered away from a campsite in Colorado and on Fourth of July weekend North Carolina Wing Sundown Patrol aircrew helped rescue a vessel in distress. Dozens more searched for Boy Scouts and their leader who went missing in November in Woodward Township, Pa. Meanwhile, members of the Pennsylvania Wing recently found three of four passengers alive after their plane crashed. And, California Wing members found two glider occupants who survived a night of freezing cold.

On land or sea, CAP comes to America's rescue.

Photo by Capt. Nash Pherson, Minnesota Wing

Guardian Angels

In 2006, CAP members saved 53 lives across America. They flew and hiked for hours and days, often through mountainous, rough terrain, day and night, rain, shine or snow. They have their own lives to live, but a higher calling dwells within.



Maj. Gary Lemasters rubs the sleep from his eyes and heads for the door downstairs, passing the kitchen where his cell phone rests on a charger.

It's 12:30 a.m.

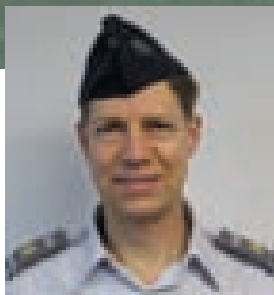
"We've got a mission, Gary," Lt. Col. Keith Bischoff tells Lemasters as the door opens. "An ultralight pilot has crashed in Ely."

With Lemasters' "yes," Bischoff's job of assembling an aircrew and ground team is complete.

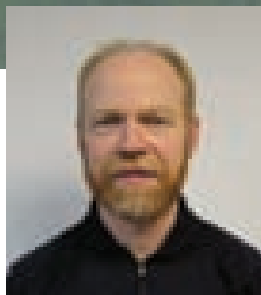
Time is precious. The ultralight pilot launched from Ely Municipal Airport in Ely, Minn., at 5:30 p.m.

In 30 minutes, Lemasters, Maj. Charles Schumacher and 1st Lt. Mark Johnston take off from Duluth International Airport in a CAP Cessna 172.

Bischoff and four other CAP ground members hop in a CAP van for the two-hour drive north.



Maj. Charles Schumacher



1st Lt. Mark Johnston

No time to lose

Schumacher pushes the throttle forward on the Cessna, and the aircrew reaches nearly 100 mph as the plane lifts off into darkness.

With practically no light except from stars and the Cessna's instru-

ment panel, the trio listen intently for the sound of an electronic locator transmitter.

"Beep-beep-beep-beep ..."

Just 20 minutes north, the crew members hear the sound and begin closing in on the steady signal of the downed pilot's location.

While the Cessna splits the darkness, a feeling of déjà vu enters Schumacher's and Lemasters' minds.

Two saves

In 2004, Schumacher broke away from his work as an attorney to fly with Lemasters to Grand Marais, Minn., another 100-mile journey, this time to the northeast.

In Grand Marais, which like Duluth sits on Lake Superior, an ELT signal was releasing a similar beeping sound. Lemasters and Schumacher were flying toward it when another non-CAP pilot located smoke.

Schumacher and Lemasters landed and joined the pilot on a truck ride, then a quick walk to the crash site.

There, the local sheriff, a local rescue squad and Schumacher, Lemasters and the resident found the crashed twin-engine Baron, two dead adults and two burned but still living children, sisters ages 3 and 5.

"Charlie and I were actually on the site when the two girls were found," Lemasters recalled.

Ely success

Schumacher landed the crew at Ely airport at 1:30 a.m.

The trio has had trouble communicating from the air with a local rescue squad and fire department, so the aircrew drops Lemasters off and takes off again.

Lemasters, following air signals he receives on a radio from Schumacher and Johnston above, begins leading the rescue personnel to the crash site. At the same time, Schumacher

and Johnston try to fly as close above the crash site as possible.

"Once the rescue personnel got in close enough, they were able to hear the victim yelling for help," said Lemasters.

"I remained on the ground until the gentleman was located, secured and they were extracting him, then I rejoined the aircrew and we returned to Duluth," he said.

The fire department crew and rescue squad found the pilot, whose leg was broken, hanging from his seat belt in the aircraft. The aircrew's efforts will earn them a search and rescue distress save from the Air Force Rescue Coordination Center at Langley Air Force Base, Va.

"It's very rewarding," Lemasters said.

"It's further proof the training we do throughout the year is meaningful, and, of course, the ultimate goal is to bring someone home to be with their family," he said.

Special correspondence

More than a thousand miles away, a colorful letter is written:

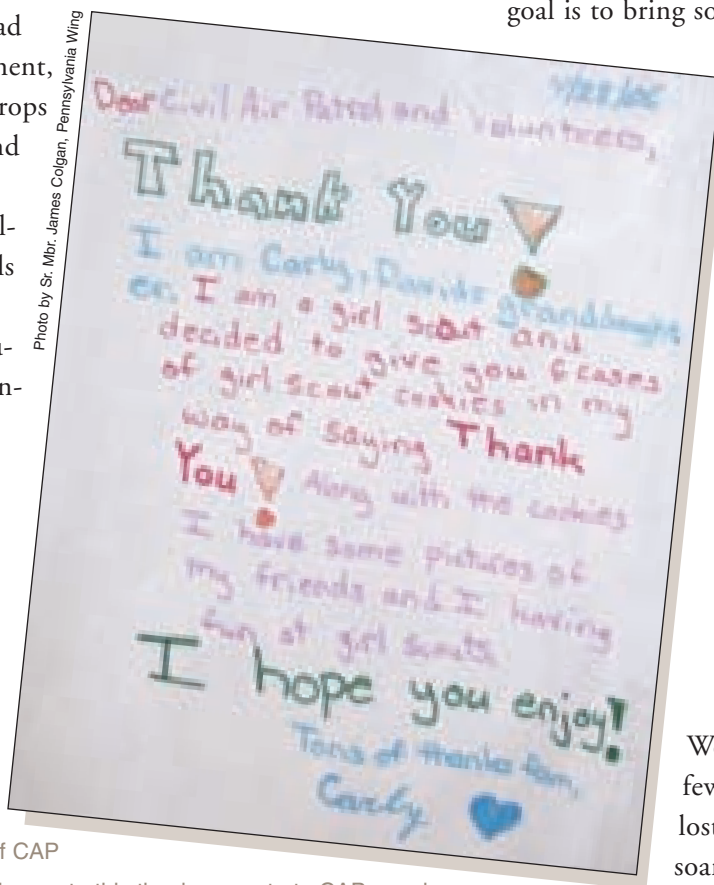
"Dear Civil Air Patrol and volunteers,

I am Carly, David's granddaughter.

I am a Girl Scout and decided to give you 6 cases of Girl Scout cookies in my way of saying Thank You! ... I hope you enjoy! Tons of thanks from Carly."

Carly's grandfather, Sr. Mbr. David Weiss, launched in a Cessna 172L a few days earlier on April 25, only to be lost on radar above Pennsylvania while soaring on a proficiency flight.

The search for Weiss, who was found dead in the plane, brought together CAP



A granddaughter of CAP member David Weiss wrote this thank you note to CAP members who helped search for her grandfather after his plane crashed. The letter was posted on the wall at the wing's mission base set up in Hagerstown, Md.

units from two regions and eight wings as well as Maryland State Police helicopter units, the Red Cross, local fire departments, corporate analysts at two cellular service providers, a CAP data analyst in Colorado and many others.

CAP searches with equal fervor for all lost or missing, but from the beginning, this quest was extra special.

Adrenaline surge

Weiss, 72, a member of the Maryland Wing's Montgomery Senior Squadron, had given himself wholly to CAP and fellow members.

The veteran CAP member had flown cadets, soared on counterdrug and environmental missions along the Chesapeake Bay and the Bay Bridge in Maryland and given financially to help CAP youth.

Naturally, his peers felt an even greater need to give back to Weiss.

Lt. Col. Wes LaPre, who served as mission information officer during the search, said the mission was accelerated by the fact that a comrade was lost.

"We had a lot of folks who said they flew with Dave, and they knew him personally. When you have someone you know and you're looking for, it does put more adrenaline into your efforts," he said.

Massive team effort

LaPre said Maj. Tim Hahn began working the mission as the first of several incident commanders.

"We worked the first 10 hours together by planning and launching ground teams to visit airports in Maryland and Pennsylvania, hoping Weiss merely decided on an alternate flight route," said LaPre.

"We also maintained an open communication line with the family, which continued throughout the week," he said.

During the six-day mission, aircrews flew 32 CAP airplanes, including a Gippsland GA8 Airvan, for a total of 450 air sorties to look for Weiss. More than 500 CAP cadets and senior members took part, many

for the entire six-day period.

Approximately 125 ground sorties were tasked, many coordinated with the Maryland State Police, Pennsylvania State Police and other agencies. In all, more than 1,100 man-days were spent supporting the mission.

"We even received extremely rare special permission to overfly Camp David while it was occupied," LaPre noted.

While LaPre worked closely with Maryland Wing public affairs officer Capt. Steven Solomon to write press releases, update the wing Web site and coordinate media interviews, cadet and senior CAP members responded to scores of clues reported by the public.

Weiss' sons, Steve and Mark Weiss, joined the search, eventually finding their

dad in the foothills of a mountain range in southern Pennsylvania.

LaPre treasured the relationship built with the family, who arranged for the Red Cross to support volunteers with food during most of the search.

"David's family came out to see nearly 400 people at Hagerstown mission base on Saturday morning," said LaPre.

Consummate contributor

Maj. Bob Hawkins had known Weiss for 15 years. Hawkins commands the Montgomery Senior Squadron.

"David was a very personable individual. He was always concerned about others and always willing to go out of his way to lend you a hand or give you some advice, and he was a big supporter of CAP," he said.

Weiss gave his time and money to CAP.

"He was an avid supporter of cadets. He was always giving them orientation rides. He made sure the kids all got a ride," he said.

Hawkins said Weiss also gave money annually to a flying scholarship for cadets sponsored by a local flying club and CAP.

In addition to flying Bay Bridge and Chesapeake



Sr. Mbr. David Weiss

Bay patrol missions, he flew swan-counting sorties on the eastern shore of the Chesapeake Bay, as well as counterdrug missions throughout Maryland.

“He was a consummate contributor,” said Hawkins.

The human side

At mission base, LaPre and other CAP members worked closely with the news media and the Weiss family.

“The daily contact with Steve Weiss and his family was helpful. You could sense what was going on at mission base was interesting and important — that it actually had an effect on a family’s life,” said LaPre.

“Our relationship with the family was very tight. We were keeping them informed 100 percent of the way,” he said.

A family-oriented person, LaPre, like many in CAP, took a brief respite from the mission to be with his son. He was taken aback when he returned.

“When I came the next day and saw the note from Carly on the wall, I said, ‘This is why we’re doing this stuff.’ There’s a life, there’s a family involved and whether we find David alive or not, they (the family) need to know we’re doing all we can,” said LaPre.

Sr. Mbr. James Colgan of Pennsylvania spent time at Hagerstown mission base and read the note, which he said was written while the search was active and Weiss’ fate was still unknown.

An amateur photographer, he couldn’t resist capturing the words of thanks in a photograph.

“It was touching to see a little girl expressing her thanks the best way she knew how,” said Colgan. ▲

Photo courtesy of Tony Ghaffari



Three people survived the crash of this damaged plane and were found recently by a team of Pennsylvania Wing members and local volunteers. CAP handles 95 percent of inland search and rescue missions, saving an average 75 lives annually.

Civil Air Patrol's hurricane relief work in 2005 recently earned the Summit Award, the highest honor bestowed by the American Society of Association Executives and The Center for

Association Leadership's Associations Advance America Committee.

CAP was one of only six community-focused associations nationwide to earn the award.

"Receiving this elite award highlights CAP's successful and expanding role as one of the premier volunteer organizations in the country," said CAP National Commander Maj. Gen. Antonio

Pineda. "This high honor puts our organization in exclusive company, and we are proud of our volunteers for serving our country with distinction."

CAP earned the recognition for its massive, comprehensive disaster relief efforts mobilized when hurricanes Katrina and Rita devastated the Gulf Coast in September 2005.

CAP members swiftly answered the call of their fellow Americans in need. More than 1,700 members from 17 states supported emergency management and military agencies responding to the crisis. CAP deployed aircraft, communications equipment and supplies, and provided digital photos that documented the storms' impact and aided in the safe recovery of victims. CAP National Headquarters responded to these historic catastrophes by establishing a round-the-clock command post to coordinate flight crews and search teams with federal, state and local requests. A CAP aircrew was the first airborne asset to confirm the New Orleans levee breaches, according to Capt. Pat Yglesias, Louisiana Wing emergency services officer.

In addition, CAP ground teams went door-to-door through devastated neighborhoods looking for storm victims in need of assistance. They surveyed 4,266 homes, made 8,524 contacts with people affected by the hurri-

cans and distributed 30,000 pounds of relief supplies. They contributed 35,495 hours of assistance, including 1,848 hours in the air.

"Such prime national recognition puts in sharp focus the tireless efforts of CAP's legions of volunteers," said CAP Executive Director Don Rowland. "I cannot thank CAP's membership enough for the professional,

caring way they assisted their fellow Americans in the wake of such terrible natural disasters as Katrina and Rita."

Pineda and Rowland accepted the award on behalf of CAP during the seventh annual Summit Awards Dinner held Sept. 20 in Washington, D.C.

The Summit Award highlights the efforts of associations that start new, innovative, community-based programs serving the public. Other award winners this year included the Allergy & Asthma Network Mothers of Asthmatics, American Counseling Association, Houston Apartment Association, International Bottled Water Association and National Restaurant Association.

ASAE, the membership organization and voice of the association profession, counts among its membership more than 22,000 association CEOs, staff professionals and industry partners. ASAE and the Center serve approximately 10,000 associations, representing more than 287 million people and organizations worldwide. ▲

Photo courtesy of American Society of Association Executives

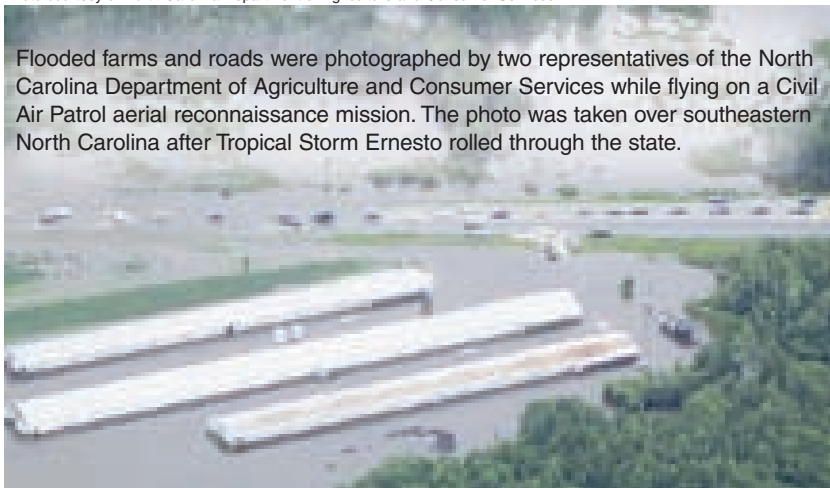


Holding the prestigious Summit Award, CAP National Commander Maj. Gen. Antonio Pineda, third from left, and CAP Executive Director Don Rowland, fourth from left, are flanked by association officials Paulette V. Maehara, Donald B. Shea, Charles A. McGrath and David J. Noonan.

CAP Reaches Summit for Response to 2005 Hurricanes

Photo courtesy of North Carolina Department of Agriculture and Consumer Services

Flooded farms and roads were photographed by two representatives of the North Carolina Department of Agriculture and Consumer Services while flying on a Civil Air Patrol aerial reconnaissance mission. The photo was taken over southeastern North Carolina after Tropical Storm Ernesto rolled through the state.



CAP Helps Chronicle Flooding from Tropical Storm Ernesto

When Tropical Storm Ernesto rolled into North Carolina just before Labor Day weekend, the wing was ready, having long since traded their sandals and swimsuits for Civil Air Patrol gear. Instead of relaxing on the traditional last weekend of summer, CAP members took action, chronicling flood damage, investigating emergency locator transmitter signals and maintaining a state of alertness.

Flooding from the storm caused \$76 million in agricultural damage in 19 counties and forced more than 100 people to evacuate their homes.

The day after Ernesto made landfall, Lt. Col. Dominic A. Strug flew Martin A. Zaluski and Jay Ure, both with the North Carolina State Department of Agriculture and Consumer Services, over the devastated areas.

"In addition to providing vital information on search and rescue needs, the flyover detailed important information regarding the extent of flooding to farms and residences in the state," said Zaluski.

The mission also provided Zaluski the chance to test the department's Geographic Information System flight

tracking and reporting equipment, which was used to photograph the damage.

"These flights help us identify areas hardest hit by the hurricane and provide information that can be used for official disaster declarations to assist agricultural producers in recovering from these events," Zaluski said. "The fact that we can go up in CAP planes and use our GIS system is pretty critical for us."

"The predominant use of the information was post-impact assessment, though I suspect in certain cases, it will also be used for pre-impact analysis," said Lt. Col. David Crawford, the wing's emergency services officer and incident commander for tropical storm missions. For instance, the photos reveal what infrastructure is prone to flooding, such as airfields and roads, both resources that will be compromised during times of excessive rainfall.

According to Crawford, wing members stand ready to help, especially during hurricane season. "We normally go into a planned, higher state of readiness during the Atlantic hurricane season," said Crawford. "The summer months and early fall are our busy season for search and rescue activities, so we're going all the time. We try to maintain a general state of readiness for whatever's going to come our way." ▲

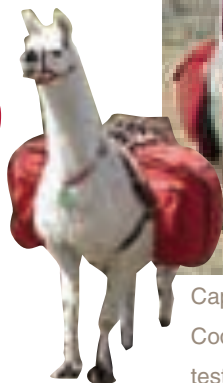
Tar Heel Taskings

By Kimberly Wright Harper

Llama Wranglers

Innovative Gameplan Empowers Cadets

By Lenore Vickrey



Capt. B.J. Carlson, commander of the Wyoming Wing's Cody Cadet Squadron, and squadron cadets take a walk to test the llamas' packing skills and their own endurance.

Capt. B.J. Carlson and Maj. Mike Carlson have combined their love of CAP with their love of llamas to introduce a new generation to this native South American animal.

The adventure began when the Wyoming Wing's Cody Cadet Squadron was started a few years ago. Since some of the 12- to 13-year-old cadets weighed only 80 pounds, they were unable to carry a 60-pound, 72-hour pack up the Wyoming mountains during ground team operations on emergency service missions. That's when the llamas came into the picture.

The Carlsons, who own the Wayfaring Traveler Llama Ranch near Cody, Wyo., taught the squadron members how to pack with llamas during a special encampment. The training led nine cadets and four senior members to earn a "Junior Llama Wranglers" rating from the Wayfaring Ranch.

During a wilderness pack trip that followed, a search and rescue exercise with an emergency locator transmitter location test was conducted.

"For these young cadets, who weighed 100 pounds or less, carrying packs of 40 to 60 pounds can be a tough haul," said Maj. Carlson. "With llamas carrying the weight, the cadets could cover more ground without the exhaustion."

Former cadet commander 2nd Lt. Krystina Beatty, 15, was one of the cadets on the trip who enjoyed having a llama carry her equipment. "They are gentle animals," she said. "They won't do much to humans, but they can kill a wolf, so they are good protection as well."

LLAMAS PERFECT TRAIL COMPANION

Maj. Carlson points to the "natural mountaineering ability" of the llama, which is a member of the camel family. Llamas have long been bred in the Andes to be beasts of burden and they are able to cover the roughest terrain "with remarkable surefootedness, carrying loads up to 100 pounds," he said.

He describes llamas as "strong and gentle, quiet and agile," which makes them "the perfect trail companion with no more impact on the ecology than a deer, and they can be easily led by those with no previous experience handling pack stock."

They also can have their stubborn moments, according to Beatty. "They can stop and lie down and it takes 10 or 15 minutes to get them back up again," she said. But with some nudging and "pulling real hard," they can be persuaded to resume the journey.

Since the initial llama pack training, the squadron has had a retraining event, and while they have not been called on to perform an actual search and rescue ground operation, they will be ready when that happens, said Capt. Carlson, squadron commander.

The Cody squadron remains unique among all 1,500-plus units in the country, as the only one that uses llamas for emergency services. "There's nothing similar to this," said Beatty. ▲

Space Odyssey

*Coleen and Jim Martin
design innovative
aviation and space
programs for schools*

By Janet Adams

A trip to the Kennedy Space Center in Florida in 1986 inspired a lifelong career niche for senior CAP member Coleen Martin and her husband, Jim, who create innovative space and aviation projects.

Coleen chose the history of space flight for her first project. Her fifth-grade students at Wilder Waite Grade School in Dunlap, Ill., worked in teams to compile information on space flight pioneers.

For the next phase of the program, Jim, at that time an engineer with Caterpillar Inc., taught the students rocket-building techniques. After each student built a rocket, it was checked for flight readiness. The students also learned how to launch the rocket. A tracking station and a computer program designed by Jim enabled stu-

dents to determine the approximate altitude each rocket reached. Ultimately, the Martin's rocketry and space history project was incorporated into the Dunlap School District's entire fifth-grade science curriculum.



Coleen and Jim Martin stand next to a three-fourths-scale replica of the Spirit of St. Louis designed by Jim and built by students, parents, faculty and volunteers at Wilder Waite Grade School in Dunlap, Ill., where Coleen teaches fifth grade.

A Living in Space and Rocketry class at the Air Force Academy in Colorado in 1996 and a 1999 two-week stint at the John Glenn NASA Research Center in Cleveland, where Coleen met scientists and researchers, inspired another school-wide project with multi-age teams. Coleen's principal suggested a working model of Charles Lindbergh's Spirit of St. Louis.

Jim designed a three-fourths-scale replica, which students, parents, faculty and community volunteers built. A flight simulator projection outside the cockpit window added to the students' experience by giving them a feel for what Lindbergh saw on his transatlantic flight from New York to Paris.

Encouraged by the success of the project, the Martins contacted the Experimental Aircraft Association and arranged for an actual flying replica of the Spirit of St. Louis to visit an airport near the school. The pilot, Vern Jobst, dressed in period flight gear and gave a presentation on Lindbergh. Coleen received a much-deserved Presidential Award for Excellence in Math and Science Teaching for the project.

In 2003, to mark the anniversary of a century of flight, Coleen used some of her award money to buy a model of the Wright brothers' 1902 glider for her students to build. The project was a huge success, and the completed model now hangs in the school library.

A few years ago, Coleen's visit to Space Camp in Huntsville, Ala., inspired an annual trip for her students and their parents to participate in the Astrotek Program, which offers hands-on experience to complement and expand classroom studies.



The Martins are always finding inventive ways to engage students in aerospace topics, including this tabletop display.

Last year, the Martins were asked to help students and faculty build a scale model of a Mercury spacecraft. Jim designed the 90 percent scale Liberty Bell 7 in modules so teams of students could sand, paint and assemble all the components. Each team created a storyboard on a space subject and one on an astronaut. Students had the chance to sit in the craft and have their picture taken and see the flight simulation on a computer monitor. This spacecraft is now on loan to the Challenger Learning Center in Bloomington, Ill.

The couple's commitment to encouraging the active involvement of youths in the fascinating world of space and aviation has, no doubt, nurtured the dreams of countless students. ▲



Jim Martin helps students set off a rocket as part of their aviation studies.

Wing's Tenacity Nets New Members, **National Award**

By Vicki Terrinoni

Despite sometimes harsh conditions and rural settings, the Alaska Wing was honored this summer with a national award for growth. The Kodiak Composite Squadron received a similar award.

Alaska Wing Commander Col. Carl Brown couldn't be happier. "Overall, I am very encouraged by the growth and very excited about it. Quality in membership is making a turn for the better and that is exciting as well," he said.

Wing membership was just over 1,100 when Brown was named wing commander approximately one year ago. The wing's increase to more than 1,200 members can be attributed, he said, to a renewed interest in CAP's cadet program and homeland security missions.

Brown's leadership style has also contributed to the increase.

"One of the things that has made the difference was letting the talent in the field do their job without a lot of micromanaging. I refused to do that," said Brown. "We have a lot of good people with a lot of potential and skills. I assign the tasks and then get out of the way and let them do their job."

The Kodiak squadron and the rechartered Nome Senior Squadron have experienced the most growth, said Brown.

Kodiak's squadron commander, Capt. Glen Cunning-



The Alaska Wing is marching into the new year with a renewed sense of purpose, having boosted its membership numbers in 2006.

ham, turned the senior squadron into a composite squadron and recruited 42 cadets in just two months.

Cunningham's recruitment strategy was simple — make the mission fun for the five senior members who regularly attended meetings. The concept rapidly caught on and membership soon increased to 99 members, he said.

To rev up cadet recruitment, Cunningham sweetened the pot by providing youth the opportunity to fly to Anchorage for conferences and meetings. Squadrons had never offered the trips before, and the cadets, of course, loved it. So, cadet membership skyrocketed as well, growing from zero to 42 in a few short months.

The former Anvil Senior Squadron, which was recently rechartered as the Nome Senior Squadron, now boasts 33 members. Squadron commander 2nd. Lt. Robert Nelson credits his staff for the squadron's success.

They got busy and recruited a total of 12 members from the fire department, the ambulance corps and search and rescue organizations, and, in the process, they tapped into the resources those groups already had in place. Many of the recruits were prepared for CAP's missions, as they had experience in search and rescue, homeland security and emergency services in remote areas along Alaska's western coast.

Nelson said the squadron hopes to add a cadet program in the near future.

In the meantime, these squadrons now complement the Alaska Wing's missions, "helping save lives and protect this vast wilderness of ours," said Brown. ▲

NCASE

Aldrin, Gibson highlight gathering

Russ Billings and his students spend about half the school year in space. Billings wants others to go for the ride, too.

A Michigan high school teacher, Billings was one of more than 450 participants, many of them educators, who attended the 2006 National Conference on Aviation and Space Education in Arlington, Va., hosted by Civil Air Patrol.

Billings, who came both as a guest and presenter, explained how his students built an International Space Station under water last year.

His students used PVC pipe to assemble the space station, learned to communicate under water, rode exercise bikes beneath the surface and even marketed the project to local media, he said.

Teachers who attended the conference — like Kaye Ebelt of Montana — took ideas from speakers like Billings back to their classrooms.

Ebelt, a middle school teacher who was awarded the A. Scott Crossfield Aerospace Teacher of the Year Award in 2003, has attended NCASE for nearly a decade.

“I come back because the quality of people here is so incredible, and they have a true passion for aerospace



Photos by Jim Tynan, CAP National Headquarters
Sally Crossfield Farley, left, daughter of the late A. Scott Crossfield, shakes hands with Ricardo Soria, the 2006 A. Scott Crossfield Aerospace Education Teacher of the Year. Holding the award is Tony Crossfield, one of Crossfield's three sons.

education,” she said.

Ebelt and other NCASE attendees took part in dozens of labs that featured aerospace instruction themes; heard speeches from astronauts Buzz Aldrin, Robert “Hoot” Gibson and chief NASA scientist James Garvin; enjoyed a “Hangar Talk” session that featured legendary pilot Eugene Deatrick, aviation pioneer Mary Feik and Wright Experience flyer Kevin Kochersberger; and witnessed the crowning of the 2006 Crossfield Teacher of the Year.

This year's recipient was



A. Scott Crossfield Teacher of the Year Ricardo Soria, left, Civil Air Patrol cadet Andrew Kasting and CAP Aerospace Education Member Alan Godman build helicopters at the Quest Aerospace exhibit.



Aerospace Education Member Russ Billings, left, stands with CAP National Commander Maj. Gen. Antonio Pineda. Billings, a Michigan high school teacher, gave a presentation on the space station his students built under water.

Ricardo Soria, a CAP Aerospace Education Member who teaches aerospace studies at Choctawhatchee High School's Aviation Institute in Fort Walton Beach, Fla.

In addition, Jeri Martin of Florida and Rol Murrow of New Mexico became members of the prestigious Crown Circle for Aerospace Educa-

tion Leadership, which recognizes outstanding performance and leadership in aerospace education.

"It was a very humbling experience to be in a place where there were so many people who thought it was a big deal," said Soria. The award was presented by Sally Crossfield Farley, Scott Crossfield's daughter, and Tony Crossfield, one of Crossfield's three sons. The siblings were joined by a second brother, Paul, all of whom represented their father, who regularly bestowed the award upon teachers at the conference until he passed away on April 19, 2006.

"We try to use aviation and space to influence kids and to talk to them about how much fun math and science can be," said Gibson in his speech.

"It's fun, it's neat stuff and, if we can get that message across to kids, it's a way to help preserve our position in science, technology, innovation and discovery that we have enjoyed for a great many years as Americans," he said.

Gibson's remarks resonated with NCASE teachers like Billings.

"Kids don't typically see science, math or engineering as exciting. It looks like boredom city to them," he said.

"We're trying to excite kids about the adventures and challenges this next century has for them," he said, adding, "and they are huge!" ▲

NCASE
National Conference on Aviation
and Space Education



Photos by Neil Probst
CAP National Headquarters



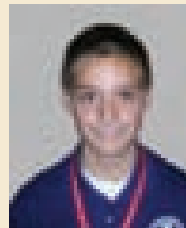
1st Lt. James Williams Jr., aerospace education officer for Bowie Composite Squadron in Maryland

"I didn't know what to expect, but it turned out to be rewarding to interact with people who share a similar passion."



Lt. Col. Fred Pitcher, K-12 and postsecondary teacher and California Wing deputy aerospace education officer

"The materials are very good and the speakers have been excellent."



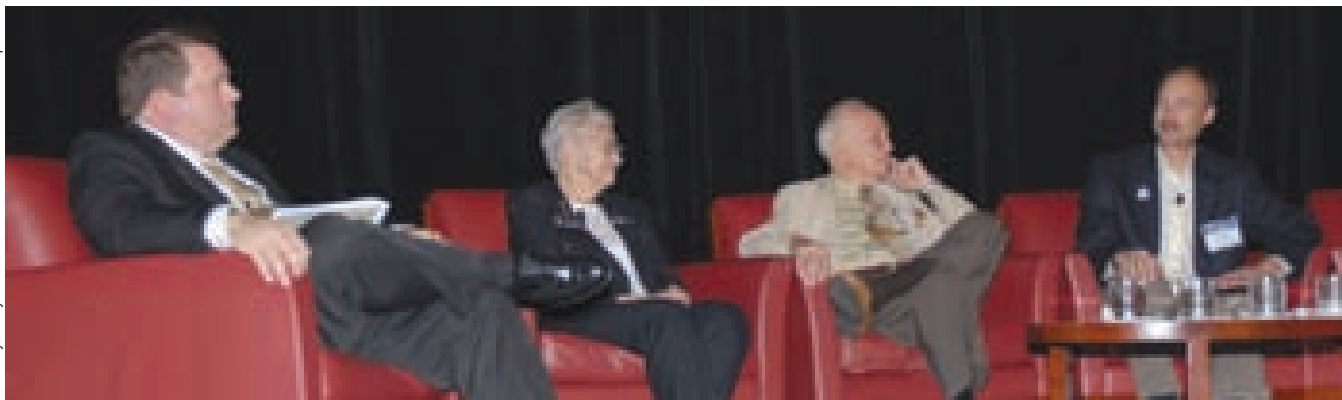
Cadet Joseph DeWitt of the Virginia Wing's Prince William Composite Squadron and escort to Mary Feik

"I'll be able to take home a lot of information to my squadron on aerospace."



Kaye Ebelt, 2003 A. Scott Crossfield Aerospace Education Teacher of the Year recipient

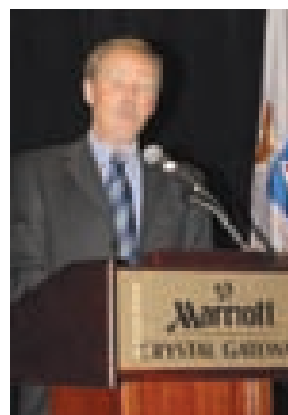
"I feel like an honored guest every time I come here, and you don't get that feeling at other conferences."



Wright Experience flyer Kevin Kochersberger, right, reminisces about the late aviation great A. Scott Crossfield during “Hangar Talk” as, from left, NCASE master of ceremonies Tim Huddleston, aviation pioneer Mary Feik and decorated Vietnam pilot Eugene Deatrick look on. “Hangar Talk” brings together aviation innovators and legends who discuss flying and reflect on their past experiences.



Maj. James A. Covell of the Virginia Wing flies a Wright Flyer simulator, one of NCASE’s most popular attractions, as Paul Glenshaw, executive director of the Discovery of Flight Foundation, stands by to assist.



Robert “Hoot” Gibson, retired space shuttle commander, decorated Naval aviator and Vietnam veteran, encouraged conference participants to convey the fun of math and science to students.

Maj. Jondarr Bradshaw, left, of the Ohio Wing and 1st Lt. James Williams Jr. of the Maryland Wing meet in exhibit hall. Bradshaw, also a National Aeronautic and Space Administration contractor, manned a NASA booth there.



Ricardo Soria, A. Scott Crossfield Aerospace Education Teacher of the Year, left, joins Jeri Martin and Rol Murrow, all new members of the Crown Circle for Aerospace Education Leadership, which recognizes outstanding performance and leadership in aerospace education. Behind them are their escorts, from left, Tony Crossfield, Richard Schaller and Ken Cook.



'We Taught Buzz'

Astronaut Honors Educators at NCASE

Long before Buzz Aldrin kicked up moon dust with Neil Armstrong in 1969, his elementary and secondary school teachers laid the foundation for his success.

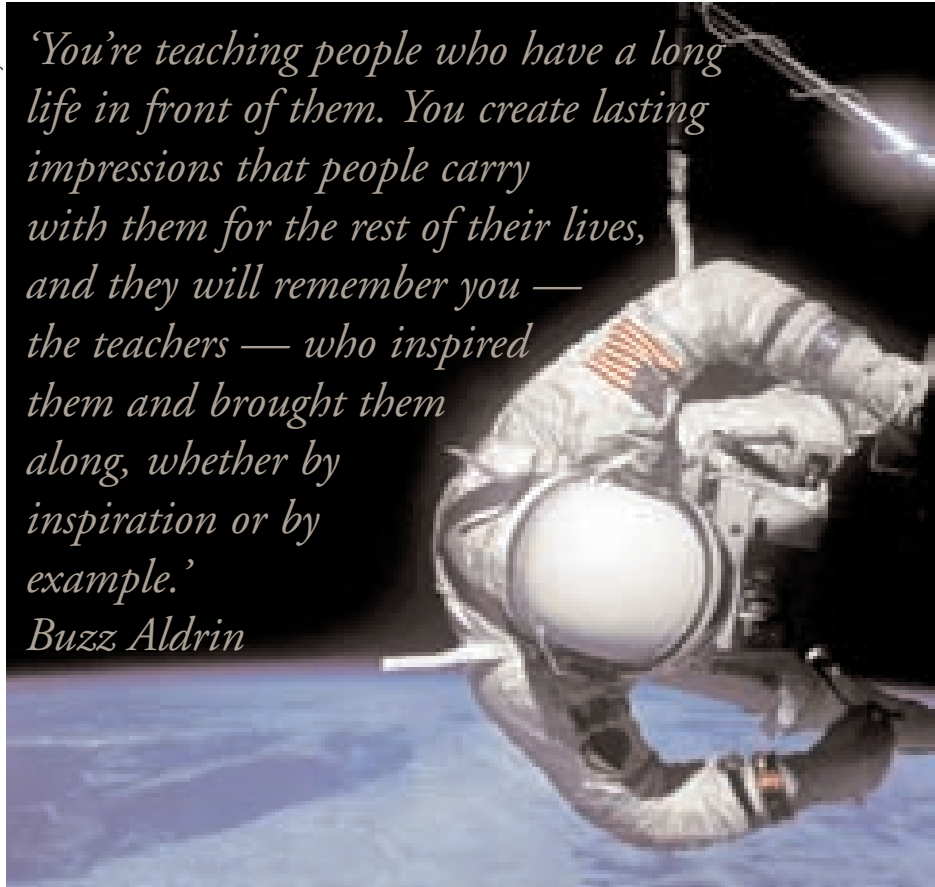
"You are the movers and shakers," the Gemini XII and Apollo XI astronaut told NCASE participants.

"This brings me back to memories of what it was like when I was in school, when I was being taught by the people who began to mold my life," he said.

In 1969 I went back to visit my hometown," he added. "We had a parade, and I guess the one thing that really sticks in my mind is the memory of that parade

Photo courtesy of NASA

'You're teaching people who have a long life in front of them. You create lasting impressions that people carry with them for the rest of their lives, and they will remember you — the teachers — who inspired them and brought them along, whether by inspiration or by example.'
Buzz Aldrin



with a car full of two or three ladies, and they had a sign that read, 'We taught Buzz.' "

"So much depends on what you're doing and what I



Photos by Jim Tynan, CAP National Headquarters

hope I'm doing," said Aldrin.

While politicians work in the present focusing on impending elections, Aldrin said teachers' influence endures for generations.

"You're teaching people who have a long life in front of them," he said. "You create lasting impressions that people carry with them for the rest of their lives, and they will remember you — the teachers — who inspired them and brought them along, whether by inspiration or by example."

"I recognize the great need to deal with the next generation ... to educate them to improve their standing in the world, as the U.S. has apparently been lagging behind in aerospace disciplines," he said.

Aldrin praised Civil Air Patrol as the ideal place for youth to learn the wonders of space.

"The Civil Air Patrol motivates youth with actual hands-on opportunities to move into aviation at its lower levels of participation," he said.

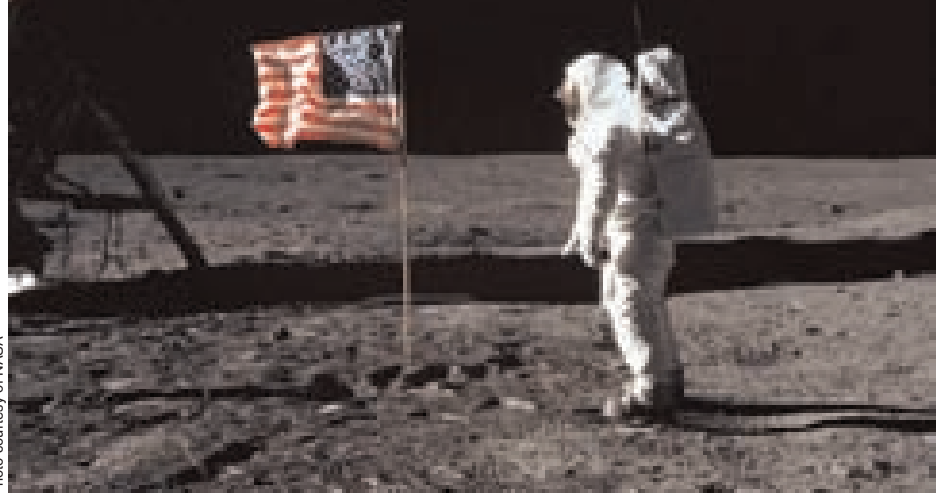
The retired Air Force colonel who flew the F-86 Sabre in the Korean War recently spent time with CAP cadets during the 2006 Team America Rocketry Competition in Virginia in May. The dedicated space enthusiast also grants interviews to cadets for Newsday's "Kids-day" section. ▲

LIFE OF FLIGHT

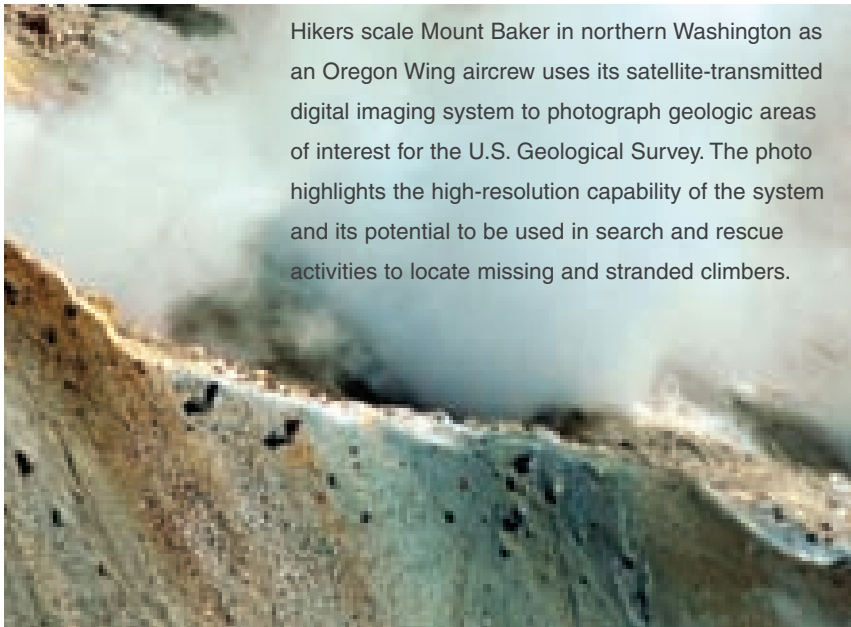
Buzz Aldrin's amazing aviation career, from flying Air Force fighter jets to piloting lunar modules, has truly taken him to infinity and beyond. His career includes:

- Flying 66 combat missions in the F-86 Sabre during the Korean War. Credited with shooting down two Russian-made MiG-15 Fagot fighter jets. Retired from Air Force as a full colonel.
- Serving as an F-100 Super Sabre flight commander in Bitburg, Germany.
- Serving as an aerial gunnery instructor at Nellis Air Force Base, Nev.
- Logging 289 hours and 53 minutes in space, including 7 hours and 52 minutes in space outside a spacecraft.
- Establishing a new record for time spent outside a spacecraft in space when he worked outside Gemini XII for 5 1/2 hours on his November 1966 flight with command pilot Jim Lovell.
- Serving as lunar module pilot for the famous Apollo XI mission, the manned moon landing. On July 20, 1969, Aldrin followed Neil Armstrong onto the lunar surface and stayed outside the spacecraft for 2 hours and 15 minutes.
- Receiving numerous awards for his meritorious contributions to America as an aviator and astronaut, including the Presidential Medal of Freedom, Robert J. Collier Trophy, Robert H. Goddard Memorial Trophy and Harmon International Trophy.
- Authoring numerous books for adults — including an autobiography "Return to Earth"; "Men from Earth," about the Apollo program; two science fiction novels, "The Return" and "Encounter with Tiber"; and a children's book, "Reaching for the Moon."
- Establishing the ShareSpace Foundation in 1998, which helps provide opportunities for American citizens to enjoy space explorations.

Photo courtesy of NASA



When Mother Nature *Is Not Nice,* CAP Is There



Hikers scale Mount Baker in northern Washington as an Oregon Wing aircrew uses its satellite-transmitted digital imaging system to photograph geologic areas of interest for the U.S. Geological Survey. The photo highlights the high-resolution capability of the system and its potential to be used in search and rescue activities to locate missing and stranded climbers.

Photos by 1st Lt. Nick Ham, Oregon Wing



An Oregon Wing aircrew took this picture of Mount Hood, which is the tallest mountain in the state and a volcano. It has erupted four times in recorded history.

In A.D. 79, Italy's Mount Vesuvius erupted, burying the Roman city of Pompeii and killing thousands.

Nearly 2,000 years later, the threat of volcanoes, earthquakes and tsunamis still exists.

But, don't look for skeptics in Civil Air Patrol.

The Hawaii Wing, which sits in the center of the Rim of Fire, a ring of volcanoes around the Pacific

Ocean, faces a quadruple threat of nature's fury. Completely surrounded by water, the state is a sitting duck when hurricanes swirl. Add an earthquake that shook Hawaii Island recently and a tsunami that threatened the state, and you get the picture.

On the West Coast, Pacific Region wings recently took part in a six-state seismic survey mission in cooperation with the California Post Earthquake Information Clearinghouse Overflight Working Group. The exercises, first conceived by Col. Larry Myrick, Pacific Region emergency services officer and vice commander, gave CAP the opportunity to demonstrate its prowess, whether the emergency be a volcano, a quake or even a tsunami.

To the east, wings are preparing for a possible quake along the New Madrid fault line, where scientists say a severe quake could wreak havoc from the Missouri bootheel outward for hundreds of miles.

Hawaii punched

Hawaii remains a popular tourist getaway, but it wasn't an ideal location recently when a magnitude 6.6 earthquake ripped the Big Island.

Hawaii State Civil Defense immediately tasked CAP members to take aerial photos. Aircrews flew four flights above areas where landslides had altered the landscape, photographing bridges, highways and a hospital.

A month later, when an earthquake struck off the Kuril Islands north of Japan, Hawaii found itself under a tsunami watch.

When high waves and heavy water surges didn't stop some residents from enjoying the surf, CAP aircrews assisted local police in locating beachgoers to warn them of the danger, said Lt. Col. Tony Schena, incident commander for the quake and tsunami missions.

No mountain high enough

Out west, CAP members recently launched their aircraft and teamed up on their ground and communications teams to practice responding to volcanoes and earthquakes. The wing is even preparing for the possibility that a fault off the Pacific Continental Shelf could rupture, causing a tsunami to inundate the coastal regions of Alaska, Hawaii and the northwest coasts of Washington, Oregon and California.

For a recent exercise, Lt. Col. Tom Traver, Oregon Wing public affairs officer, said CAP volunteers were asked by the California Post Earthquake Information Clearinghouse and the U.S. Geological Survey in Menlo Park, Calif., to identify volcano and earthquake-related "targets" in Hawaii, Alaska, Washington, Oregon, California and Nevada.

"The exercise not only gathered information for the Clearinghouse and USGS, but also trained new and existing aircrews and ground personnel in disaster response and how to

effectively use new technology in disaster triage and rescue and recovery operations," said Traver.

The drills demonstrated procedures for using the Internet to share CAP-collected imagery directly with the disaster management and science community.

As is often the case, CAP captured brilliant images that were very helpful to the agencies they served.

"I want to emphasize we believe CAP is a great resource and it needs to be utilized more for things like this," said Rich Davies, executive director of the Western Disaster Center. "It can provide very cost-effective and quick-reaction imagery collection after a major natural disaster."

"The quality of the images has been exemplary and the desirability of forging lasting partnerships among USGS, CAP and the California Office of Emergency Services has been demonstrated to our satisfaction," said Dr. John Tinsley, a U.S. research geologist.

Relationship builder

The exercises provided volunteers with the opportunity to demonstrate CAP's capabilities.

Lt. Col. Mike Lewis of the California Wing traveled to the San Francisco Bay Area to visit the Western Disaster Center and USGS to work directly with Davies and Tinsley.

The USGS and Lewis worked together to select photography targets over a 14-day period, while the Western Disaster Center developed

and hosted an imagery upload and archive system.

CAP aircrews took aerial photos and also flew geologists who took their own pictures. "They will use these photos if there is an earthquake or seismic event they may want to get pictures of," said Lewis. "They can then determine if they want to put geologists on the ground to get air samples or soil samples."

Lewis pointed out that helping research scientists ties in well with CAP's homeland security and emergency services missions.

Searching for mountainous targets calls for the same skills pilots and observers use to photograph flooding rivers, fires and other landmarks.

In several CAP wings, volcanoes don't abound but earthquakes are a real possibility.

CAP highway patrol

The USGS estimates that in the next 30 years the San Francisco Bay Area and Southern California will have a major earthquake.

To the east, CAP volunteers don't take the likelihood of quakes lightly, either.

Members of four CAP regions — Southeast, Southwest, North Central and Great Lakes — and seven wings — Tennessee, Arkansas, Missouri, Illinois, Kentucky, Indiana and Mississippi — take part in annual exercises with several state emergency agencies to prepare for a quake around the New Madrid Fault Zone.

The predicted impact area covers the central Mississippi Valley, extending from northeast Arkansas through southeast Missouri, western Tennessee and western Kentucky to southern Illinois.

"I want to emphasize we believe CAP is a great resource and it needs to be utilized more for things like this. It can provide very cost-effective and quick-reaction imagery collection after a major natural disaster."

*Rich Davies, executive director,
Western Disaster Center*

In 1811 and 1812, four massive earthquakes occurred in the region, followed by the two largest earthquakes on Jan. 4, 1843, and Oct. 31, 1895, with magnitude estimates of 6.0 and 6.2, respectively.

Upward of 4,000 more quakes have been discovered along the fault, most too small to notice but proof of seismic activity in the region.

Tennessee Wing Commander Col. Jim Rushing said officers and cadets recently worked with the Henry County Emergency Management Agency and the Tennessee Emergency Management Agency to test the wing's satellite-transmitted digital imaging system.

Aircrews flew along Interstate 40 taking photographs of all bridges and overpasses from the Tennessee River to the Mighty Mississippi.

"That gives the governor and the National Guard a feel for how far they can go west on I-40 before they will run into roadblocks," said Rushing.

Wing members manned ground VHF radio repeater stations and launched an airborne repeater to ensure communication with members in the field and with the state emergency operations center.

2nd Lt. Nathan Hoskins, the Kentucky Wing's public affairs officer, said members in Kentucky enjoy similar state support.

The wing receives about \$20,000

from the Kentucky National Guard, which is funded by 1st Army, for a corporate mission to provide the VHF communications relay from troops on the ground back to the State Emergency Operations Center in simulated affected areas.

"CAP is the forward eyes of the state EOC and joint operations center. We are slated to launch five CAP aircraft within 90 minutes of the fault to survey military supply routes and identify obstacles that would prevent the routes from being passable because of seismic damage," Hoskins said.

Quake high probability

Great Lakes Region public affairs officer Col. Joe King said the region is also involved in quake planning.

Several wings participate in joint exercises, and CAP is part of an emergency responders committee called the New Madrid Fault Working Group, which meets twice a year to discuss earthquake possibilities.

King said volunteers use aerial reconnaissance to help emergency managers assess damage to airports and major thoroughfares.

Not only do many people in the region believe 100 percent that a quake will occur in the near future, but King says many also think it will be a major quake.

"The damage area goes all the way up to Chicago, and they're anticipating that even windows and dishes will be rattled as far as the Eastern Seaboard," he said. ▲

— Lt. Col. Tom Traver, Oregon Wing,
and Lt. Col. Carol Schaubsluger, California Wing, contributed to this story.

For some people, retirement is the ultimate goal — a time of life when relaxation, travel and the pursuit of special interests rules 24-7. But for former Civil Air Patrol Chaplain (Lt. Col.) John Berger, 86, of San Jose, Calif., retirement simply provides new opportunities to serve.

Berger spent three decades in the Navy as a chaplain for the Merchant Marines, Marines, Navy and Coast Guard. Also a medic in the Army during World War II, he rightfully prides himself on having served in all branches of the U.S. military.

Berger was already a CAP member when he retired from the Navy in 1982 at the ripe old age of 62, and he has remained active ever since. In addition, he serves as a chaplain on the USS Hornet, a retired naval ship and now a national monument docked at the Alameda Naval Air Station about 50 miles from his home. He makes the trip at least once a week to conduct Sunday chapel services, and, in between, he handles weddings, funerals and memorial services.

Berger said he joined CAP when he learned the local squadron needed a chaplain. Since then, he has been involved in CAP squadrons wherever he was stationed.

"They needed chaplains and they still do," he said.

When Berger serves on the Hornet, he wears his Navy uniform. In fact, he is often seen wearing his Navy uniform to wing conferences, and "people appreciate it," he said.

Berger said he became associated with the Hornet almost immediately after it was brought to Alameda,



In his golden years, Chaplain (Lt. Col.) John Berger provides spiritual leadership to CAP members.

Calif. "I answered a flyer," he said. "I told them I don't do windows, but if they needed a chaplain, I would help."

"I do whatever a chaplain does — counseling, marry them, bury them, military ceremonies and parades," he said

In addition to his ministry of presence, Berger's CAP service includes a special task — leading singing. "For the last 10 years it has become a tradition that the first night of a regional meeting or a chaplains' get-together, I lead the singing," he said.

One of his fondest memories occurred during the Vietnam War when Berger served as ombudsman to the wives of sailors stationed in San Diego. Before he moved to his next assignment, the wives held a party for him and they gave him a watch fob engraved, "You were always there when we needed you."

That sentiment accurately expresses how Berger feels about his ministry. "I plan to always be there," he said. ▲

Service Before Self

Chaplain Still Making a Difference at 86

By Vicki Terrinoni

Madam President

CAP a Stepping Stone for Ambitious Cadet

By Kimberly Wright Harper

Cadet Lt. Col. Joanna Weiss is an extraordinary cadet with an extraordinary dream.

A Maryland Wing member since she was old enough to join, Weiss has commanded wing and region drill teams and explored Sweden from the Arctic Circle to the Baltic Sea as part of CAP's International Air Cadet Exchange program.

The ambitious Penn State University sophomore, who has had her sights on the Oval Office since she was 5 years old, said CAP has given her the

confidence to follow bold dreams.

At an age when some children still reside in the land of make-believe, Weiss said she filled her imagination with the goal of becoming commander-in-chief.

"I love public service, and I know while my ultimate goal may seem large and in the distance, it is achievable," she said.

CAP initially impressed Weiss at the tender age of 9. She attended a summer camp conducted by the Pennsylvania Army National Guard at Fort Indiantown Gap, Penn., and after the assistant counselors described the activities CAP offers its cadets, she decided to join as soon as she was old enough.

A CAP activity dear to her heart

is the Tri-Wing Encampment, which she has attended for six years running — even in 2003, when it coincided with her family's vacation. "After a few days of constant bothering on my part, I finally convinced my dad to let me go if I found a way down to the beach after encampment," she said.

"My involvement in CAP activities has taught me important self-management skills like time management, prioritizing, organizational skills, hard work and many other skills I use daily as a student, cadet, friend, worker and family member," she said.

She credits Maj. Eric Tiso, her squadron's deputy commander for cadets, with influencing her. "He is

'CAP is one of the greatest organizations a young adult can get involved in, and I owe it my future.'

Cadet Lt. Col. Joanna Weiss, Maryland Wing

Now a college sophomore at Penn State University, Cadet Lt. Col. Joanna Weiss says the mentors in CAP motivated her to aim high.

Photo by Capt. Steven Solomon, Maryland Wing

the one who taught me failure is OK as long as you learn from it," she said. "He also taught me to keep raising my goals and to take advantage of all CAP has to offer. His mentoring has been priceless to my development as a cadet."

Weiss' enthusiasm for CAP drew her father, Col. Gerard Weiss, into the organization.

"I finally got around to finding a squadron after she turned 12, and the rest is history," said the elder Weiss, a retired Army officer who commands the Maryland Wing. He said he couldn't be more proud of his daughter, the only one of his four children to follow in his military footsteps.

"She and I have a unique relationship, and we have shared many experiences together," Weiss said. "We have gone through training



together and have been out in the middle of the night searching for emergency locator transmitters. For that I am thankful."

Weiss attends Penn State on an Air Force ROTC Commander's Leadership Scholarship as a member of Detachment 720. Having graduated high school in the top 5 percent of her class, she said she understands from the experience what it takes to balance multiple demands in a young adult's schedule.

Her Air Force ROTC honors include monthly initial military training awards and the AFROTC Achievement, Warrior Spirit and Cadet of the Month awards.

As her dreams take flight, so will Weiss, as she plans to become an Air Force pilot and fly the C-130 Hercules and serve a tour of duty as an ROTC officer. Her CAP flying experience will improve her profile as a military pilot, she noted.

Weiss said she has not decided the exact route she will take on her way to the White House — whether she will have a long military career or be a civilian professional after serving in the Air Force.

"I am certain I am going to keep an open mind and let the Air Force take me to new and exciting places,"

Cadet Lt. Col. Joanna Weiss, front left, spent 2 1/2 weeks in Sweden as part of International Air Cadet Exchange, a program in which cadets visit other countries in the spirit of international good will.

she mused.

Wherever the future takes her, Weiss plans to continue her involvement in CAP.

"My goal in CAP is to finally get my Spaatz Award, and then roll over to the senior member program and continue to be active on the Tri-Wing Encampment staff as a senior member," she said.

"CAP is one of the greatest organizations a young adult can get involved in, and I owe it my future," she added. "CAP has helped me mature into a problem solver and young leader."

Weiss advises cadets to invest time and effort in CAP to maximize their potential in life.

"Learn all you can from the people and the experiences out there," she said. "Remember, there is more to CAP than your squadron and the cadet program. CAP has three missions, all of which cadets can play an active role in, so get involved." ▲



Joined by her father, from left, Col. Gerard Weiss, and her mother, Maryanne Weiss, Cadet Lt. Col. Joanna Weiss is presented the Civil Air Patrol Gen. Ira C. Eaker Award by Brig. Gen. Charles Morgan, deputy adjutant general for air, Maryland Air National Guard.



Maj. Gordie L. White II prepares for a research mission aboard NASA's microgravity aircraft, a C-9 at Ellington Field in Texas.

By Kimberly Barnhart

While the Civil Air Patrol encourages its members to aim high, Maj. Gordie L. White II's aspirations are in the zero range — zero gravity, that is.

Gordie, a Texas Wing mission pilot, recently participated in a microgravity study at NASA's Johnson Space Center in Houston. An airman and amateur scientist, White's NASA volunteer service subjects him to extreme air travel and weightlessness, all in the name of science.

These experiments take place on a newly redesigned National Aeronautic and Space Administration C-9, known in the civilian world as a DC-9. According to NASA officials, "The primary mission of the C-9 is to provide NASA and government microgravity researchers a platform to perform their research in a reduced-gravity environment, similar to what astronauts experience during space flight."

How they do it

The aircraft flies a series of carefully choreographed maneuvers called parabolic curves to achieve brief periods of microgravity. The roller-coaster-like ride involves 30 climbs and free falls, creating weightlessness for 25 seconds at a time. Researchers aboard this "weightless wonder" aircraft conduct experiments and gather data that help prepare astronauts for the unusual demands of zero gravity during space flight.

On this particular occasion, White accompanied Catherine Coleman, a seasoned NASA astronaut; Drs. Dava Numan and Gui Trotti; and several doctoral candidates from the Massachusetts Institute of Technology. White's tasks during the flight were to float between sensors to generate data pertaining to his per-

Flying High!

Member Performs Weightless Experiments for NASA

sonal acceleration and drag and to operate a computer while others floated between sensors. This highly complex procedure, performed in the brief 25 seconds of weightlessness, provided a wealth of information for further studies.

White takes his NASA responsibilities seriously. "I want to do a good job, because I am helping with a study," he said, adding, "It may be very difficult to get the people and equipment together to do it again."

Before participating in the experiment, NASA requires everyone in the aircraft (both crew and researchers) to attend ground training. The participants are exposed to a physiological training chamber to ensure they are fit and know how to handle high-altitude problems should they occur. NASA also places a flight surgeon on board each test flight, just in case.

An experienced airman, White spent most of his Air Force career as a guided missile officer; he also served as a teacher of missile sciences and high-altitude inertial navigation. After leaving the Air Force, he invested in one of the nation's first private space vehicle companies.

As a CAP aerospace instructor, White shares his love of aeronautics with cadets. "Because of these studies, I am able to discuss first-hand the effects of microgravity and parabolas on flying," he said. ▲



White, far right, joins researchers from MIT and astronaut Catherine Coleman, in blue, aboard a NASA C-9. The group conducted experiments during a roller-coaster-like ride aboard the aircraft.



White, in CAP uniform, performs his duties aboard the microgravity flight. The aircraft is designed to make a series of climbs and free falls, creating a mere 25 seconds of microgravity. Researchers act quickly to conduct experiments before participants re-engage with the earth's gravity.

“I Above and Beyond

Vietnam War Save Earns Medal of Honor

By Jennifer S. Kornegay

saw him go down, so I decided to go and get him,” said retired Air Force Col. and new Idaho Wing member Bernard Fisher. His succinct description of a rescue during the Vietnam War belies the daring deed, an act of heroism that earned him the Medal of Honor in 1967.

In March 1966, a special forces camp at A Shau in Vietnam was under attack by 2,000 North Vietnamese soldiers. Hostile troops had positioned themselves between the airstrip and the camp. Fisher was flying an A-1E Skyraider in the fight. Aircraft maneuverability was limited, and Fisher and other pilots were forced to operate within range of hostile fire.

During the battle, Fisher observed a fellow airman crash-land on the battle-torn airstrip. Believing the pilot, Maj. “Jump” Meyers, was seriously injured and in danger of capture, he decided to rescue him. Fisher taxied almost the full length of the runway, which was covered with debris. During the rescue, he was under heavy ground fire with 19 bullets striking his aircraft. Still, he was able to lift off.

“I saw his plane go up in flames after belly-landing, but I also saw he had survived, so I made a risky landing to pick him up,” he said. “Jump was trying to get up the back of the wing to get into my plane, but the prop wash was too strong so I reduced power and he was able to climb up. He came in head first, and I grabbed him by his britches to pull him in the rest of the way.”

Fisher received the Medal of Honor — the first living Air Force aviator to receive it — from President Lyndon Johnson at the White House on Jan. 19, 1967.

“It was quite an honor,” he said. “I’ll admit I was elated to receive it, but I was just doing my job. I knew I had to help that guy out.”

Fisher flew approximately 30 more missions in the same area, receiving a Silver Star for one of them.

It’s no surprise CAP’s search and rescue missions interest Fisher the most.

“I’ve participated in search and rescue missions with CAP and in others with local sheriffs’ offices,” he said. “The SAR work of CAP is what drew me to it. It is very difficult to locate someone down.”

Fisher, who performed emergency services and search and rescue work for many years as an Air Force pilot, was briefly a member of CAP decades ago. He recently rejoined the organization through the Boise Composite Squadron in Idaho thanks to his son, Idaho Wing member Capt. Scott Fisher.

Parkinson’s disease has limited Fisher’s flying, but not his enthusiasm for CAP.

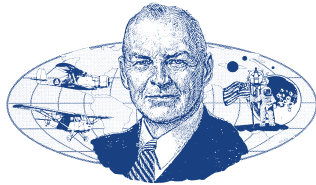
“The SAR work I did in the Air Force was quite similar to what we do in CAP,” he said. “They are really organized and do a great job with SAR. I’ve also made many good friends in CAP. It’s a great organization.”

In addition to his CAP activities, Fisher recently co-authored a book with Jerry Borrowman, “Beyond the Call of Duty,” about his experiences in Vietnam. ▲



Then Maj. Bernard Fisher is shown here when he was an Air Force pilot.

Achievements



Gill Robb Wilson Award

Highest award given to officers who complete Level V of the CAP Senior Member Training Program. (Only about 5 percent of CAP officers achieve this award.) The officers listed below received their awards in September and October.

Lt. Col. Robert B. Britton	AR
Lt. Col. Raymond H. Peterson	CA
Maj. Manuel A. Alfaro	FL
Maj. Deborah L. Grimes	FL
Maj. David J. Sweeney	FL
Lt. Col. Wes LaPre	MD

Lt. Col. Jeffrey I. Weinstein	ME
Lt. Col. Charles Sersun	MER
Lt. Col. Othar Errol Simmons	MS
Lt. Col. Henry L. Bruno	NJ
Lt. Col. Lorrie J. McCarty	NV
Maj. Preston E. Pierce	NY
Maj. Sonia E. Soto	PR
Maj. Tommy L. Tucker	SC
Maj. Timothy J. Steppan	SD
Maj. Dale A. Lahrs	TN
Lt. Col. Ivan C. Peacock	TN
Lt. Col. Eddy R. Billman	TX
Lt. Col. Don A. Roberts	TX
Maj. David L. Duncan	VA
Lt. Col. James E. Kenkel	VA
Maj. Thomas M. Portanova	VA
Col. William E. McManis	VT
Maj. Shelly J. Norman	WA
Lt. Col. John E. Nagler	WI
Maj. Michael Carlson	WY

Paul E. Garber Award

Second-highest award given to officers who complete Level IV of the CAP Senior Member Training Program. The officers listed below received their award in September and October.



Capt. Glen E. Cunningham	AK
Maj. Jimmy R. Holder	AK
Maj. David R. Spivey	AL
Capt. Lisa C. Robinson	AL
Maj. Joel K. Buckner	AR
Maj. Heather L. Muehleisen	AZ
Maj. Newton L. Muehleisen	AZ
Lt. Col. John W. Nelson	AZ
Capt. Christopher J. Kelling	CT
Lt. Col. Roger N. Provost	CT
Lt. Col. Arnold F. Glauser	FL
Maj. Raymond A. Meyers	FL
Maj. William R. Rogerson	FL
Maj. James D. Howell	GA
Maj. Kenneth R. Anderson	IL
1st Lt. James K. Kalemis	IL
Maj. Ted E. Lohr	IL
Maj. Leo T. Wahl	IL
Lt. Col. Paul B. Osborne	KY
Maj. Bruce B. Drury	MD
Maj. William B. Parriss	MD
Maj. Christian J. Ready	MD
Lt. Col. John C. Weiser	MD
Maj. Karen Lee Demars	MI
Maj. David A. Montgomery	MI
Capt. Patrick D. Moore	MI
Maj. S. Blaze Cunningham	MN
Maj. Eugene W. Abrams	MO
Maj. David E. Plum	MO
Maj. Patrick D. Kirwan	NE
Lt. Col. John J. Schumacher	NHQ
Maj. Carmine Androsiglio	NJ
Maj. Daniel R. Netcher	NV
Maj. Mark T. Jones	NY
Capt. Robert J. Goodreau	OH
Maj. Joseph L. Mitchell	OH
Capt. Charles R. Wedge	PA
Capt. Manuel Mane	PR
Maj. Jose A. Ortiz	PR
Capt. Jorge D. Rosario	PR
Lt. Col. Carlos R. Torres	PR
Maj. Alfred C. Lamothe	RI
Lt. Col. Max T. Kieffer	RMR
Maj. Leo J. Becht	SD
Maj. Charles W. Watson	TN
Maj. Eric F. Gilmour	WA



Gen. Carl A. Spaatz Award

Highest award for cadets who complete all phases of the CAP Cadet Program and the Spaatz award examination. (Only about 1 percent of CAP cadets achieve this award.) The cadet listed below received his award in September.

Carl D. Bevard (#1617)	MD
------------------------	----



Gen. Ira C. Eaker Award

Second-highest award for cadets who successfully complete all Phase IV requirements of the CAP Cadet Program. The cadets listed below received their award in September and October.

Tyler R. Sepp	AZ
Max G. Weaver	AZ
Daniel P. Daley	FL
Charles F. Rivenbark	FL
Stephanie M. Ruiz	FL
Ryan T. O'Connor	GA
Ricardo Trujillo	MD
Ryan E. Livergood	MO
Duane V. McKinley	OH
Dane V. Carroll	PA
Kenneth D. Misiak	PA
Robert A. Nolt	PA
Josh F. Zeyfang	PA
Matthew W. Whisennand	TX
Daniel B. Miller	VA
Stephen A. Williams	VA
Christian M. Vineyard	WA



Distinguished Service Medal

Awarded for conspicuous performance of outstanding service in a duty of great responsibility where the position held and results obtained reflect upon the accomplishments and prestige of CAP on a national scale.

Col. William R. Morton Jr.	WY
Col. Margie L. Sambold	NH
Col. Ernest R. Bourgeois	AZ
Col. Joseph C. Jensen	AR
Col. Thomas L. Todd	(third bronze clasp) SWR
Col. Daniel J. Levitch	FL
Col. John E. Tilton	(first bronze clasp) SER
Col. Gary J. Mayo	MI

After battling hepatitis B for years, the New Jersey Wing's Maj. Edward Rohan received a life-saving liver transplant. The experience led him to join CAP in 1999.

"After learning CAP is involved with transplant organ transportation, I knew I wanted to know more about the organization," said Rohan. "You may only have 18 hours to get to the hospital or transplant center. Having adequate transportation, especially in rural areas, is critical. Lives hang in the balance."

It's not just the work with transplant transportation that caught Rohan's interest.

Rohan also works for the New Jersey Wing's Cadet Program and as a moral leadership officer.

"I've always been involved with helping youth," said the longtime member of the Boy Scouts of America and president of the BSA's Bronx Council, "so how could I not be a part of the cadet program?" he asked. "I want to give cadets a moral and ethical balance — they need it in today's world,

what with all the bad they see around them and on TV."

Rohan is also a member of the wing's observer and scanner teams, and has nine finds to his credit.

porate sponsors to show our appreciation for where their money is going," he said. "It shows the cadets training, learning and having fun, and lets our sponsors know they are changing kids' lives."

Rohan explained his commitment to CAP and the cadet program.

"When I learned CAP transports organs for people like me, I knew that was where I wanted to be," he said. "The Lord has been good to me, so I feel obligated to give back. The Boy Scouts changed my life when I was a kid. The CAP Cadet Program does the same thing for kids today, and I'm proud to be part of that."

Rohan has been asked by Thomas Jefferson University Hospital in Philadelphia, where he received his transplant 10 years ago, to compose a letter to be sent to organ

donor families.

"The staff at the hospital wants me to tell these families what their gifts do by showing them what I've done with the gift I was given," he said. "My work with CAP is a shining part of what I've been able to accomplish, thanks to that gift." ▲

Photo by 2nd Lt. Mark Swanson, New Jersey Wing



The New Jersey Wing's Maj. Edward Rohan, right, was among the guest speakers at a symposium on hepatitis held recently at Thomas Jefferson University Hospital in Philadelphia. Rohan is celebrating his 10th year as a former hepatitis patient and liver transplantee; he joined CAP after learning the organization helps transport donor organs. With Rohan is Dr. Victor J. Navarro, medical director for the Liver Transplantation Program at the hospital.

"Getting a find is a tremendous feeling," he said.

In addition, the certified financial planner is in charge of several wing fundraising campaigns and is helping produce a cadet encampment journal.

"The journal will be given to cor-

New Lease on Life

Humanitarian Missions Attract Organ Recipient

By Jennifer S. Kornegay

Great Lakes

Cadets design, conduct training sessions

ILLINOIS — Two McHenry County Composite Squadron cadets — Maj. Maria Mangano and Chief Master Sgt. Jared Hendler — assumed leadership roles recently when they conducted a Basic Cadet School and a Noncommissioned Officers Academy at Great Lakes Naval Station.

The academies, the brainchild of Mangano and Cadet Capt. Steven DeCraene, benefited 20 cadets, 10 cadet staff members and four officers from the Illinois and Wisconsin wings.

Cadets began work on their team skills as soon as they arrived, with the flight staff leading activities that encourage creativity and team spirit. "The idea behind the games and activities was to get cadets to know each other and help them bond as a team," Mangano said.

Instruction for the two schools, which ran simultaneously, was led by cadets. Half of the time the attendees spent in the classroom and the other half on the drill pad. Courses for noncommissioned officers focused on leadership skills, while cadets learned everything they need to know to be successful, including customs and courtesies, wear of the CAP uniform, drill and ceremonies and core values and "followership." >> Capt. Doris Mangano and Cadet Maj. Maria Mangano



Photo by 1st Lt. James Kalemis, Illinois Wing

Cadet Chief Master Sgt. Jacob Malmgren, foreground, of the Illinois Wing's Fox Valley Composite Squadron tosses a raw egg over and under flagging-tape obstacles as Cadet Airman Basic Thorn WhiteEagle, blindfolded, helps him out during a team-building exercise that removed participants' ability to see, hear or use their hands.

Photo by 1st Lt. Russell G. Voelker, West Virginia Wing



West Virginia Wing members stand ready by three CAP aircraft for an aerial mission during a search and rescue exercise held jointly with members of the National Capital Wing.

burg and Potomac Highlands, as well as wing headquarters staff — participated in the exercise. They were joined by 16 National Capital members.

Bad weather on the first day hampered air operations, but cadets and senior members from both wings were able to conduct several ground missions. The SAR was interrupted by a search for an actual emergency locator transmitter, but it was called off after the Air Force Rescue Coordination Center at Langley Air Force Base, Va., reported no more signals from the satellite.

Thanks to better weather the second day, the combined CAP wings made up for lost time with numerous flight activities and more ground missions. >> 1st Lt. Russell G. Voelker

Middle East Region

Teamwork yields stellar search and rescue exercise

WEST VIRGINIA — More teamwork than a search and rescue exercise routinely requires was involved when West Virginia members joined with members of the National Capital Wing for that purpose recently at Grant County Airport in Petersburg, W.Va.

In all, 50 West Virginia members from eight squadrons — Beckley, Charleston, Clarksburg, Mid-Valley, Martinsburg, Morgantown, Parkers-

North Central

No crashes reported in flight simulator test

MINNESOTA — Members of the North Star Cadet Squadron traveled recently to St. Cloud State University in St. Cloud, Minn., to check out the university's state-of-the-art flight simulator and to test an aircraft wing they personally constructed in the school's Systems Simulation Center.

The activity introduced the cadets to the specialized skills and environment they can expect to encounter in commercial aviation.

"The primary objective of the cadets building a wing was to help them better understand how lift and the shape of a wing relate to each other in flight," said 1st. Lt. Todd Christopherson, a squadron member and SCSU aviation program student who organized the visit. "The cadets also were able to learn about different types of drag associated with a wing, and to use their individual creative skills to build a wing."

The full-sized airline simulator — one of the country's most sophisticated flight-training devices — is a replica of a Beech 1900 turboprop. It includes a custom-designed audio/video recording system with debriefing capabilities previously found only at airline training centers. The simulator teaches the systems of an advanced multi-engine aircraft and crew resource management.

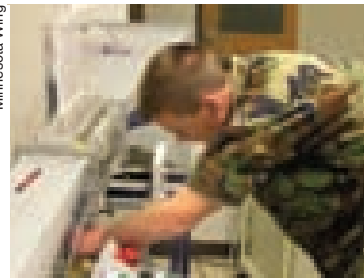
"Any of the systems on the flight simulator can be 'failed' to force the cadets to react to the situation and make critical decisions that will affect the flight," Christopherson said. "This challenged them to land the flight simulator without crashing, which not one of the cadets did."

"The most important thing the cadets took away from the event was the realization that flying an aircraft takes a great amount of skill and training, and the fact that understanding aerodynamics is the first building block to having a career in aviation or just understanding flying in general," he said.

"Several cadets came up to me and thanked me for setting this up, but just seeing their faces light up when their wing worked or when they stepped into the simulator made it all worthwhile," Christopherson said.

>> Capt. Richard Sprouse

Photo by Capt. Richard Sprouse,
Minnesota Wing



Cadet Sam Ellis of the Minnesota Wing's North Star Cadet Squadron tests an aircraft wing he built at the St. Cloud State University Systems Simulation Center in St. Cloud, Minn.

Northeast

Pennsylvania Wing members add realism to exercise

PENNSYLVANIA — It's 6:30 a.m. on a dark and bitterly cold Saturday morning at the 911th Airlift Wing in Pittsburgh. But that's not nearly enough to keep 60 cadets and senior members from 11 Pennsylvania Wing Group One squadrons from rallying at Squadron 603 Headquarters on the Air Force Reserve base.

The occasion? A disaster preparedness exercise conducted by the Reserves and Pittsburgh's National Disaster Medical System of the Department of Veterans Affairs. The purpose of the joint training venture was to coordinate military and civilian training and to evaluate response plans implemented by federal agencies.

CAP's contribution to the exercise was to add realism. Cadets wearing moulage served as disaster victims and officers served as litter bearers, carrying victims to and from medical transport aircraft.

Pennsylvania Wing cadet Alexa Smith, left, of the Rostraver Eagle Composite Squadron, reacts to a simulated leg wound as U.S. Army officers Capt. Marlene Kennedy and 1st Lt. Jeremy Carpenter of the 339th Combat Support Hospital call for help during a National Disaster Medical System exercise.



Photo by 1st. Lt. Patrick Henry Nicholson,
Pennsylvania Wing

Other participants included the Army, Federal Emergency Management Agency, Pennsylvania Emergency Management Agency and American Red Cross, along with local ambulance companies and a medivac helicopter. The Reserves provided C-130 and C-17 aircraft, while the 171st Pennsylvania Air National Guard provided a KC-135 refueling aircraft configured for medical transport.

During a post-exercise briefing, CAP's participants were recognized for their outstanding performance. Using descriptions such as "well-trained," "enthusiastic," "mature" and "professional," many officials singled out the senior members and cadets as the most important factor in making the disaster training exercise successful. >> Maj. Bob Frost



McMinnville Composite Squadron cadets, clockwise, from left, Samantha Baldwin, Bailey Hallgrimson, Brad Hild and Chris Moreland, "treat" cadet Cody Witroc during the squadron's visit to the McMinnville Fire Department for teamwork and emergency services training.

members donned firefighters' protective outfits and extracted a simulated accident victim from a vehicle using their new-found knowledge and sense of teamwork.

"The class was a big success. Not only did we learn what the local fire department does, but we also learned some new skills and a big lesson in teamwork," said Peterson, echoing the squadron's motto — "together, everyone achieves more." >> Lt. Col. Les Peterson

Pacific

Emergency services exercise is trial by fire

OREGON — Lt. Col. Les Peterson, commander of the McMinnville Composite Squadron, knew just where to turn when he decided to hold a class on teamwork and emergency services.

Peterson and the squadron's cadets and senior members headed straight for the McMinnville Fire Department where Capt. Doug Comings, who is also a member of the Yamhill County Sheriff's Office Search and Rescue Team, shared his expertise.

Comings guided his audience through the proper use of a backboard to immobilize an injured patient and provided some hands-on practice, with squadron members simulating injury victims. Rounding out the session, the CAP mem-

Rocky Mountain

Test-firing thrills cadets, officers

UTAH — Twenty-three Utah Wing cadets and seven officers had a ringside view recently when ATK Launch Systems test-fired a reusable solid-rocket motor in Promontory, Utah.

The cadets traveled from the Castle Valley, Cache Valley, Sevier Valley and Thunderbird Composite squadrons at the invitation of Capt. Milt Maughan, a chaplain with the Cache Valley squadron.

The visit included a briefing by Steven Hicken, the chief engineer with the Insulation Work Center, on the rocket's manufacture, use, recovery and refurbishment, and the plastic materials used to coat metal on the rockets.

The cadets also met with Eric Rasmussen, a scientific programmer, who discussed computers and the space industry and how people's lives have improved because of both. Rasmussen explained how ATK employees use remote control to mix the propellant for the rockets; he noted the test that morning cost more than \$2 million.

The test took only a few moments, but the cadets found the light it generated spellbinding and the rocket's roar simultaneously deafening and exciting. >> Maj. Janeen Chazell



Photo by Maj. Janeen Chazell, Utah Wing

Utah Wing cadets tour the Rocket Garden at ATK Launch Systems before watching the test-firing of a reusable solid-rocket motor.

Southeast

CAP draws crowds during Cape Canaveral Open House

FLORIDA — Though the flight line included the likes of a NASA UH-1 Iroquois "Huey," a Gulfstream II Shuttle Training Aircraft and two T-38 Talons, most attending a recent NASA Open House at Cape Canaveral clustered around a Civil Air Patrol Cessna 172.

That surprised and pleased — and kept busy — the CAP officer who had landed the Cessna earlier that day.

"The turnout was absolutely remarkable," said 2nd Lt. Terry Andrews of the Florida Wing's Central Brevard Senior Squadron. "We had at least 300 kids in the seats of the aircraft throughout the course of the day, and at times there were 30 in line waiting for their turn."

The crowd's reaction proved a bit overwhelming. "I couldn't deal with the thought of having one kid miss his or her chance to sit in the cockpit," Andrews said. So, rather than taking time for lunch, he stayed with the aircraft.

The annual all-day open house allows NASA employees and their families to tour parts of the Kennedy Space Center that are normally inaccessible. One such area is the Shuttle Landing Facility, the runway used by the Shuttle Orbiter on its return to earth. That's where Andrews landed the Cessna at the start of the day.

The event was hardly all work and no play for Andrews and the other CAP officers who manned the recruiting booth. The NASA employees at the Shuttle Landing Facility gave the aircrew the royal treatment — a sight-seeing tour, flight crew credentials, a courtesy car, a chance encounter with four astronauts and the rare opportunity to take off and land at the runway. >> Flight Officer Matthew Congrove



Photo by Flight Officer Matthew Congrove, Florida Wing

Central Brevard Senior Squadron officers 2nd Lt. Terry Andrews, left, and Capt. Rob Horning pause in front of a CAP Cessna 172 and a space shuttle mate/demate device during NASA's open house held recently at Cape Canaveral. Andrews landed the Cessna at the event; Horning was pilot-in-command.



Photo by 1st Lt. Daren Jaeger, Texas Wing

Pegasus Composite Squadron cadets Deionte Weeks, left, and David Hardcastle carry cadet Kyle Morris on a litter they made from logs and a blanket as part of first aid training for their Ground Team 3 qualifications. The Boy Scouts also earned a merit badge for completing the exercise.

Southwest

Cadets, Boy Scouts team up to train, achieve goals

TEXAS — Members of the Texas Wing's Pegasus Composite Squadron recently hosted a Boy Scouts of America merit badge workshop, with 13 scouts from the Capitol Area Council attending and earning a badge in aviation, space exploration, first aid, disaster relief and communications.

Training for the courses, which is required for Eagle Scouts, is normally hard to come by. As a result, the BSA Council was particularly grateful to the CAP squadron — dual-chartered as BSA Venture Crew 351.

During the workshop's aviation portion, scouts visited the Texas Military Forces Museum at Camp Mabry in Austin, Texas. They saw an aircraft's rotary engine, a cutaway view of a jet engine and the cockpits of an F-16 Fighting Falcon and L-10 Electra.

The space exploration module gave scouts an opportunity to create a fact card about a famous space explorer. Since the tasks for scouting are similar to those for CAP cadets, the latter used the session to finish Phase II of CAP's model rocketry program. CAP cadet officers also completed their own progression requirements as aerospace education mentors.

The first aid portion of the workshop included training on how to bandage injured heads, eyes and arms and how to make a makeshift litter and carry an injured person to safety. Many CAP cadets also needed this training to complete Ground Team 3 qualifications. >> 1st Lt. Daren Jaeger

It's Your Story!

And it's on the way!

**The 150-page photo-packed story of
your Civil Air Patrol — from the World
War II Coastal Patrol to today's CAP.**

CAP and Turner Publishing, premier publisher of military histories, are proud to announce "Missions for America" — ready to order for CAP's 65th anniversary!

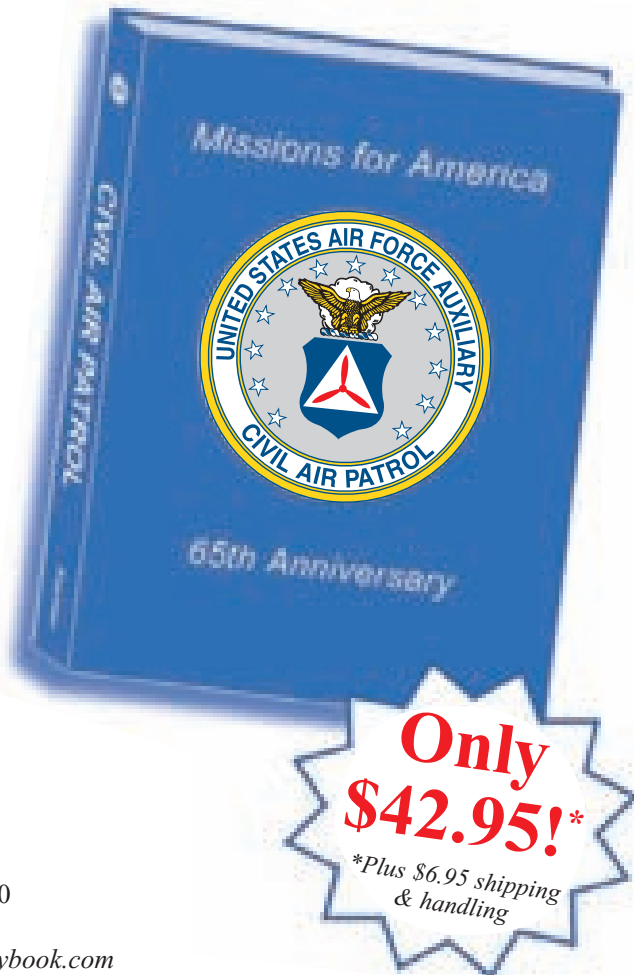
See the life of CAP in hundreds of photos, including many rare images from the remarkable Col. Les Hopper Collection taken during World War II by CAP members and Coastal Patrol subchasers.

From World War II and the Cold War to the 1960s and today, it is all here. CAP cadets, aircrews, aircraft, search and rescue, ground searching, communications, aerospace education — see your story in "Missions for America."

Guarantee your **first-edition 65th anniversary copy** for delivery by Spring 2007. Send \$42.95 plus \$6.95 shipping and handling to:

Missions for America
c/o Turner Publishing Co.
P.O. Box 3101
Paducah, KY 43002-3101

Or Call:
1-800-788-3350
Or Visit:
www.caphistorybook.com



**Only
\$42.95!***

**Plus \$6.95 shipping
& handling*



**Collector's Edition
Leather-Bound
"Missions for America"
\$69.95 plus \$6.95 S&H**

**1-800-788-3350
www.caphistorybook.com**



Discover all the benefits of Civil Air Patrol!

The Civil Air Patrol offers challenging opportunities for youths 12-18 years old, chaplains, aerospace education enthusiasts and adults with an interest in homeland security, search and rescue, disaster relief and humanitarian missions. Leadership training, technical education and an opportunity to participate in aviation-related activities are just a few of the exciting benefits of CAP membership.

Become a CAP volunteer! For more information, visit our Web site at www.cap.gov or call (800) FLY-2338.



INTEGRITY • VOLUNTEER SERVICE • EXCELLENCE • RESPECT